SPORTBIKE EXOTICA

CYCLE GUIDE

Riding sportbikes from the land of the Samurai

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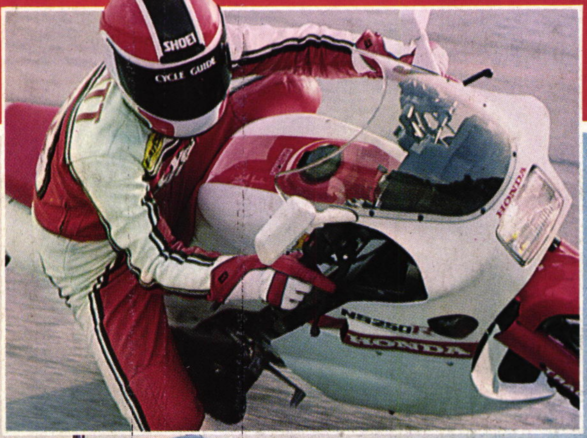
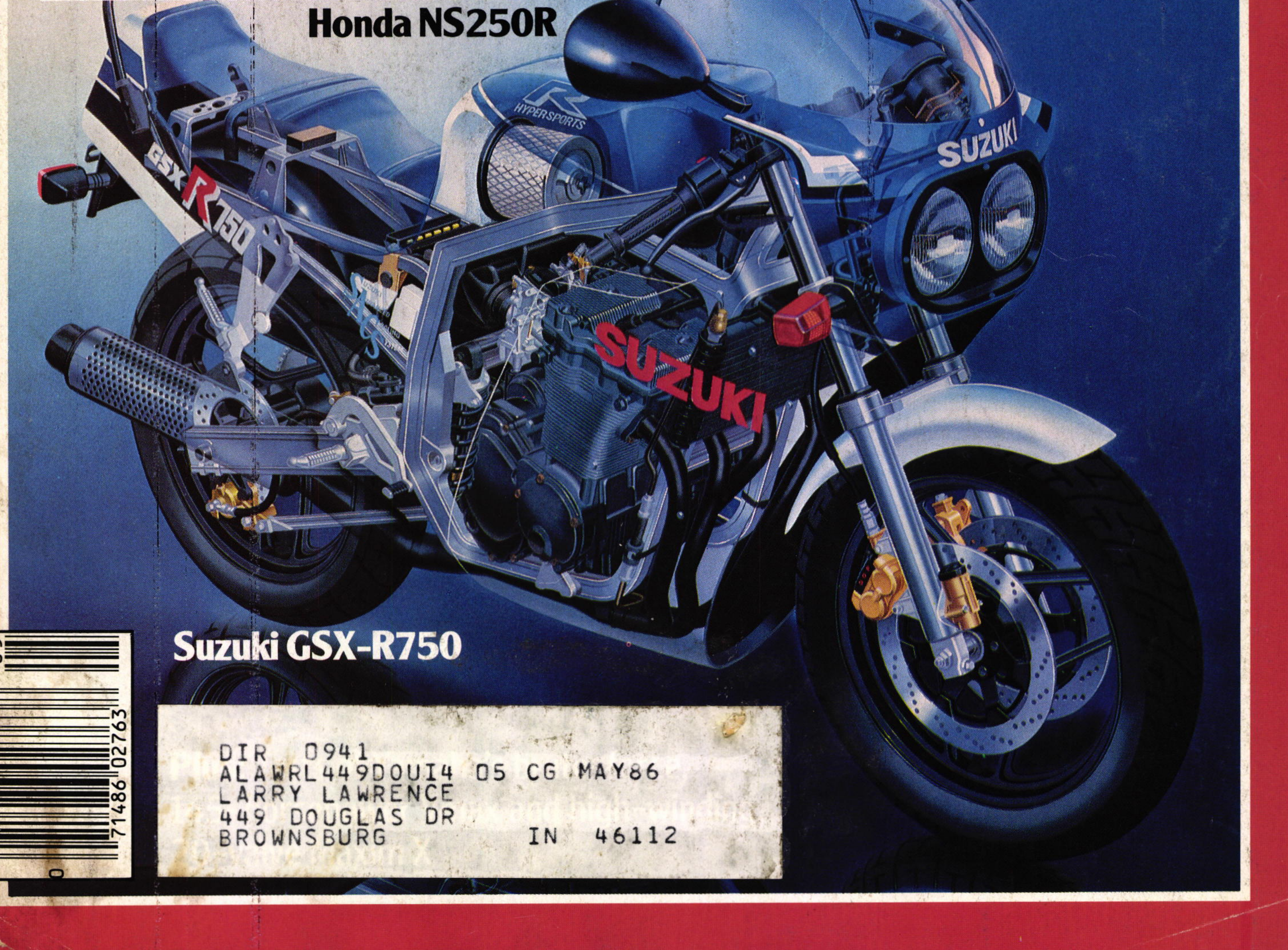
MAY 1985 $1.75


Honda NS250R

Kawasaki GPz400R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The TMX 2000 has been referred to as "the most exciting and innovative British helmet to come along in 20 years."

Second Shipment Extends Availability of CENTURION Helmets at Promotional Price of $\$79^{00}$

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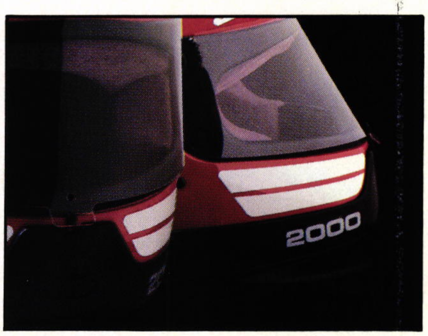
The TMX 2000 helmet is the latest in high-tech design from *CENTURION* helmets who have more than 20 years of manufacturing experience. *CENTURION* is a member of the Safety Helmet Council of America and every TMX 2000 carries an SHCA label and serial number.

NORMALLY RETAILS FOR $119

The TMX 2000 retails for the equivalent of $119.00 throughout the European Economic Community (E.E.C.) and the rest of the freeworld.

TMX 2000 FEATURES



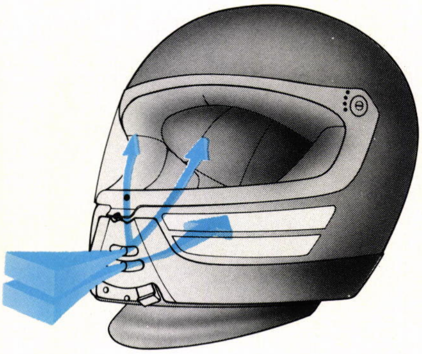
The TMX 2000 is the first production helmet to utilize an exclusive *AIR DAM* design which significantly reduces wind noise. The *AIR DAMS'* aerodynamic design in turn reduces wind turbulance which reduces rider fatigue.

Made of a pliable rubber material the *AIR DAM* can be removed from the helmet if desired.

Another TMX 2000 feature is a 3-way ventilation system. One position allows direct air flow to the face, second position closes ventilation and third position directs air flow up along the face shield.

Other features include a clear Lexan polycarbonate face shield which sets into three different open positions and locks in the closed position until released by the press of a button. The TMX 2000 also has genuine grade "A" leather and brushed nylon interior.

The TMX 2000 has a full one-year warranty against defective materials and workmanship.



The TMX 2000 features 3 way ventilation.

To receive your world famous *CENTURION* TMX 2000 helmet, tear off the corner of this promotional offer and enclose it with your name, address, telephone number, and $79.00 ea. plus only $5.00 for shipping and handling regardless of how many helmets you order. California residents add 6½ % sales tax.

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21¼" - 21⅝"	1	6¾ - 6⅞	SM.
22" - 22½"	2	7 - 7⅛	SM.
22¾" - 23¼"	3	7¼ - 7⅜	MED.
23½" - 24⅛"	4	7½ - 7⅝	LG.
24⅜" - 24¾"	5	7¾ - 7⅞	LG.

Colors: Jet Black Dove Grey
Toma Red Appliance White

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ON THE COVER:
In spring, a young man's fancy turns to riding—fast. So we sent young Dain Gingerelli to a far-flung corner of the globe to sample this latest trio of Oriental delights. You can have a taste, too, by turning to page 25.

QUOTE:
"Because above all, when the Vmax talks, people *listen*." —**Pg. 81**

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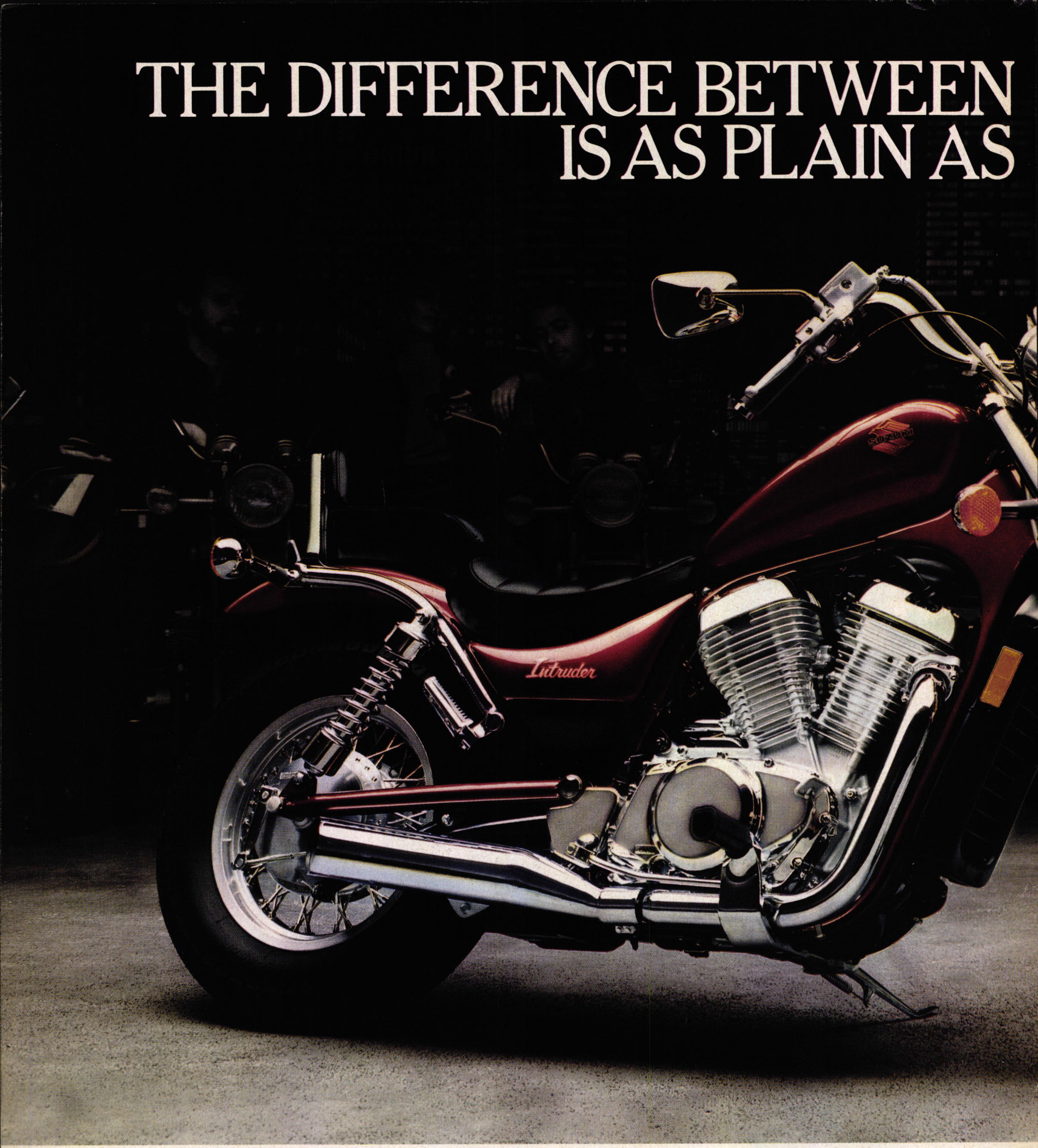
THE DIFFERENCE BETWEEN IS AS PLAIN AS



They could see it as soon as I rode my new Suzuki Intruder into town. No other cruiser looks as custom. No other V-twin sounds this mean.

No other streetbike had ever grabbed their attention like my Intruder. Chrome on chrome on chrome.

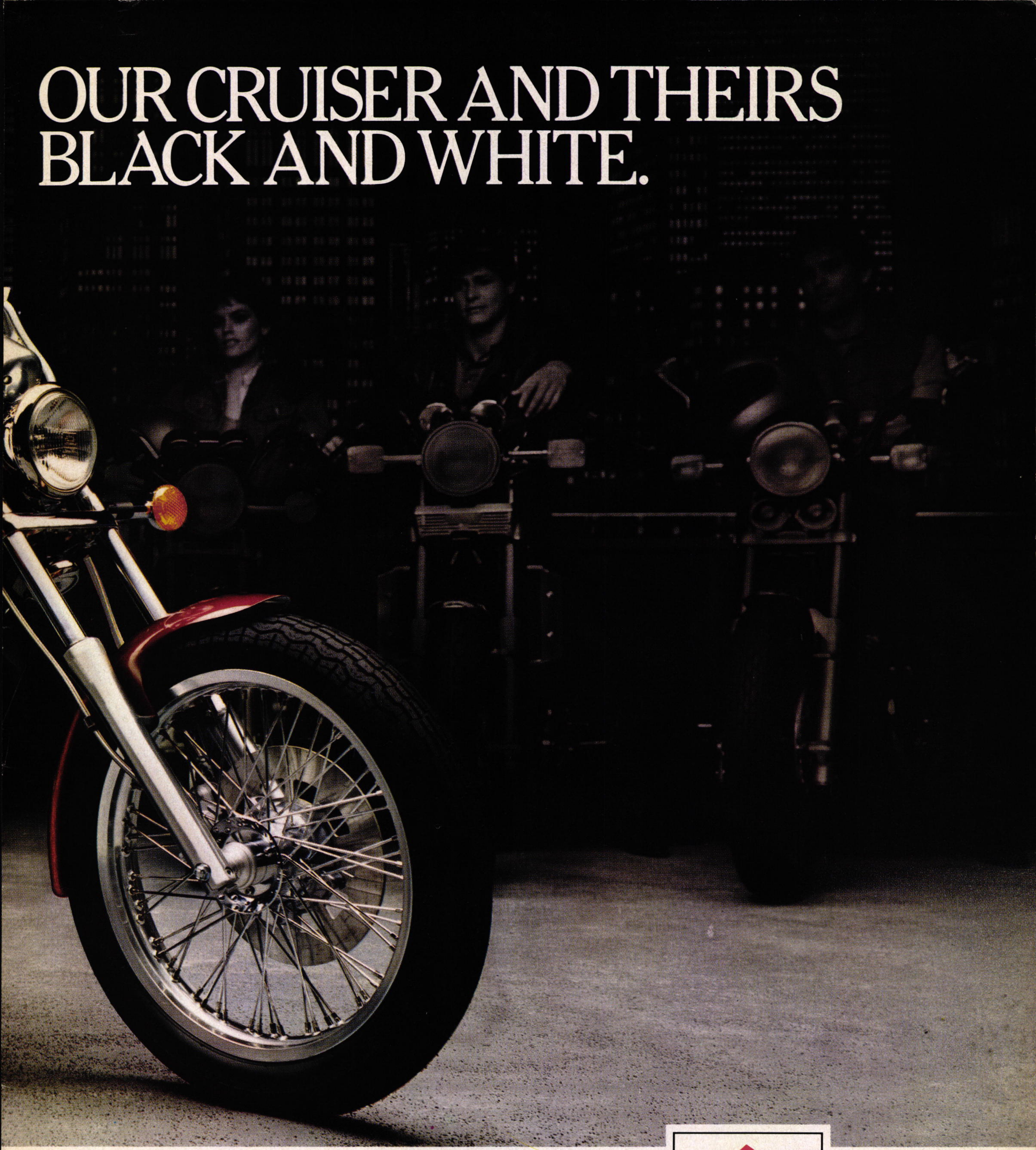
From its headlight right down to its 60-spoke wheels, Intruder is mean, clean and classic.

And underneath Intruder's heart-thumping good looks Suzuki packed the leanest 45° V-twin on the road.

That's what grabbed my soul.

'Cause when I'm riding my Intruder I become an Intruder. It's like we were made for each other. Like we're one single moving part.

Man, the difference between my Intruder and every other bike on the street is as plain as black and white.



THE 1986 INTRUDER VS700GL: 699cc, 4-stroke, liquid-cooled, 45° V-twin, 8-valve TSCC. Maintenance-free automatic cam tensioners and electronic ignition. Low maintenance hydraulic clutch, smooth shaft-drive. Seat height, 27." Intruder is also available in black with flat or pullback handle bars.

Suzuki wants every ride to be a safe one. Always wear a helmet, eye protection and riding apparel. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

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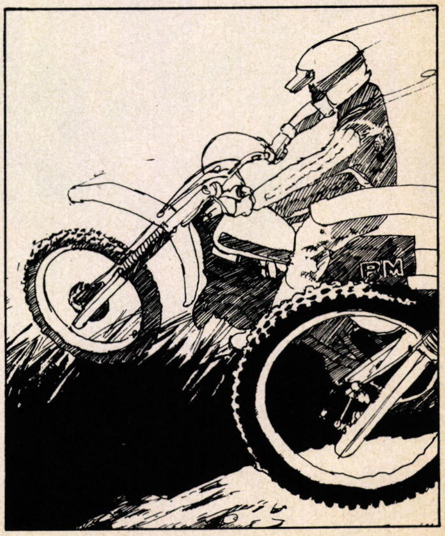

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American helmet makers don't want you to read this.

Who can blame them? Would you want people knowing they can buy a European Nolan fiberglass helmet for as little as ½ the cost?

Would you want them knowing Nolan helmets offer all the creature comforts found in higher-priced American helmets?

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The model N41 shown here and other Nolan helmets are available consumer direct. For pricing and ordering information, please write to the address shown.

CYCLE GUIDE'S CYCLE GUIDE

Cycle Guide's catalog of recent test hardware—no brag, just fact

OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.0	311	N/A	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'84	February '84	Motocross	Two-stroke	11.7/12.2	216	26.7/4.13	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR350R-'83	June '83	Enduro	Four-stroke	10.9/10.4	253	26.0/3.94	6
Honda XR500R-'83	October '83	Desert	Four-stroke	11.0/12.2	278	25.5/3.94	5
Husqvarna 250CR-'83	January '83	Motocross	Two-stroke	11.8/12.7	227	30.0/5.51	6
Husqvarna 400WR-'84	July '84	Enduro	Two-stroke	11.0/11.2	242	28.5/5.16	6
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KDX200-'84	August '84	Enduro	Two-stroke	10.0/10.9	214	28.0/4.76	6
Kawasaki KX125-'84	April '84	Motocross	Two-stroke	11.7/12.2	195	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KX500-'83	May '83	Motocross	Two-stroke	11.7/11.9	232	29.0/4.80	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
KTM MC 495-'83	May '83	Motocross	Two-stroke	11.9/12.4	249	28.0/4.21	4
Maico 490 Spider-'83	May '83	Motocross	Two-stroke	11.8/12.2	240	27.0/4.72	4
M-Star 250 Supercross-'84	Nov./Dec. '84	Motocross	Two-stroke	11.7/12.7	230	27.0/4.72	5
Suzuki ALT50-'83	June '83	ATV	Two-stroke	N/A	90	N/A	1
Suzuki Quadracer 250-'85	May '85	ATV	Two-stroke	7.2/8.1	326	N/A	5
Suzuki Quadrunner 250-'84	October '84	ATV	Four-stroke	1.0/N/A	384	N/A	5
Suzuki RM125-'85	May '85	Motocross	Two-stroke	11.4/11.8	202	29.0/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'84	February '84	Motocross	Two-stroke	11.3/12.6	214	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R100RS-'84	October '84	2C/G	979.9	13.425/95.84	111	506	45–57	163
BMW K100RS-'84	October '84	4I/G	987.2	12.381/109.48	133	532	39–54	139
H-D FXRS Low Glide-'84	January '84	45 deg. 2D/F	1337.7	13.917/94.57	112	575	38–48	140
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D FLTC Tour Glide-'84	March '84	45 deg. 2D/F	1337.7	14.603/88.75	107	774	39–54	152
H-D XLH Sportster-'85	February '85	45 deg. 2D/F	997.6	13.742/95.94	111	490	43–58	146
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda Nighthawk 650-'83	December '82	4A/G	656.0	12.287/108.04	122	451	29–51	127
Honda Nighthawk S-'84	February '84	4A/G	696.7	12.048/109.75	125	492	28–45	125
Honda NS250R-'85	May '85	90 deg. 2D/F††	249.3	13.091/101.58	121	339	27–38	135
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF750F Interceptor-'84	May '84	90 deg. 4D/F	748.1	11.890/114.64	140	511	23–39	127
Honda VF1000F Interceptor-'84	May '84	90 deg. 4D/F	998.4	11.121/123.45	150	536	23–45	125
Honda VF700S Sabre-'85	January '85	90 deg. 4D/G	698.9	12.358/109.09	121	514	28–48	136
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750-'84	May '84	4A/F	739.0	12.114/110.97	135	502	37–47	120
Kawasaki GPz750 Turbo-'83	July '83	4A/F	739.0	11.225/123.53	146	514	N/A	N/A
Kawasaki GPz1100-'84	May '84	4A/F	1089.9	11.312/120.80	145	560	24–48	120
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja-'84	May '84	4A/F	908.2	11.181/123.62	146	523	24–44	126
Kawasaki Voyager-'84	March '84	6A/G	1286.1	13.346/97.61	116	882	28–44	142
Laverda RGS 1000-'84	December '83	3A/F	980.8	12.565/106.50	130	556	25–40	140
Suzuki GS550ES-'85	May '85	4A/F	572.3	12.551/106.50	119	447	33–48	133
Suzuki GS700E-'85	January '85	4A/F	699.5	11.978/112.21	125	485	27–53	140
Suzuki GS1150ES-'84	October '84	4A/F	1135.4	11.268/122.44	148	542	26–51	122
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Yamaha RZ350-'84	July '84	2A/F††	347.4	13.529/97.61	111	357	26–53	122
Yamaha RZ500-'84	September '84	4D/F††	499.7	12.053/112.64	136	439	25–37	N/A
Yamaha FJ600-'84	July '84	4A/F	598.8	12.468/105.63	126	435	32–50	129
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	145	543	30–47	138
Yamaha Maxim X-'85	May '85	4A/G	697.3	11.779/113.63	121	505	25–47	135
Yamaha 920 Virago-'83	April '83	75 deg. 2D/G	920.0	12.835/101.46	108	503	38–45	138
Yamaha Venture Royale-'84	March '84	70 deg. 4D/G	1197.6	12.759/101.46	124	752	37–53	137
Yamaha Vmax-'85	May '85	70 deg. 4D/G	1197.6	10.922/127.47	144	596	23–32	137

***A**-Transverse Vertical, **B**-Vertical (single-cylinder only), **C**-Horizontally Opposed, **D**-Tandem Vee, **E**-Transverse Vee, **F**-Chain Final Drive, **G**-Shaft Final Drive, **H**-Belt Final Drive, **I**-Horizontal Longitudinal

† indicates a calculated top speed; †† indicates a two-stroke engine

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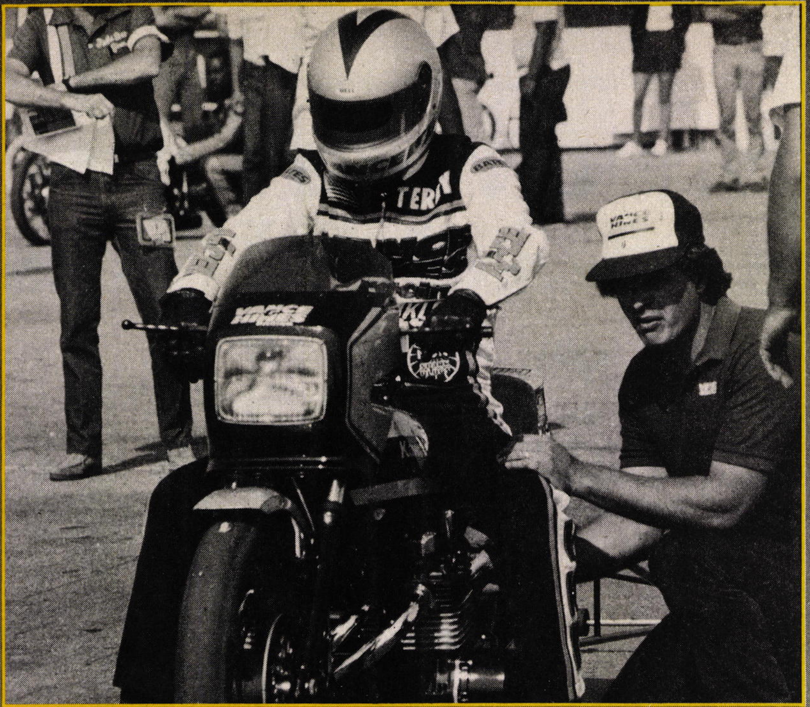

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—TERRY VANCE & BYRON HINES—

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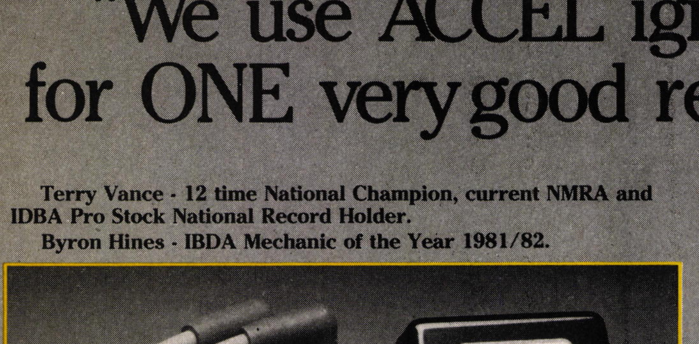
Byron Hines - IBDA Mechanic of the Year 1981/82.



When it comes to ignition, ACCEL is the ultimate. Byron and I rely on the quality, dependability and power that only ACCEL components can provide. Our confidence comes from the fact that ACCEL is no fly-by-night operation. They're part of a billion dollar company whose primary business is building quality ignition parts. So when we asked them for a super high output motorcycle coil and a rev limiter that *really* works, we *expected* something good, but we didn't expect anything as good as what we got:

The ACCEL Motorcycle Super Coil

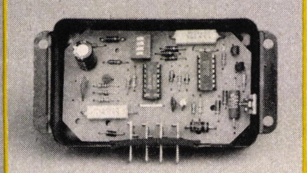
Byron installed a pair of these things on my Pro-Stocker for an "Acid test", and we frankly couldn't believe the difference (these are *street* coils remember). They lit off my 16 to 1 compression, 200 HP motor instantly and gave better responsiveness than any coil we've ever tried. Byron now uses these Super Coils on his "street bike" (it's nearly as quick as my Pro Stocker so hang on to your wallet if you're a gambler) and we sell 'em by the hundreds to the top street and race guys all over the country. These coils, with the incredible 9mm yellow wires *will* make a difference. Ask Byron, he'll tell ya.

Rev Master RPM Limiter

Byron always teases me about "revvin' it till the valves float and then shiftin' " but I'll tell you there's no worse feeling than missing a shift and hearing very expensive noises between your knees. You'll not win a #1 plate doing that.

ACCEL came to us with a programmable Rev limiter and said, "give it a try."

Byron hooked it up in about five minutes and we gave it hell. Nothing we did, including an accidental mis-shift at full throttle, would cause the engine to over rev. That little black box saves us thousands of dollars every year. And if you saw as many *stock* engines as I have in my shop with bent valves, you'd buy one right now, especially if you've got sixteen, twenty or twenty-four of those things flying up and down in your motor.



Call us today. We'll tell you what you need and how to install it. Remember, if we sell it, you *know* it works. That's how you get to be #1.

Terry Vance

Super Coils and Rev Masters available by direct mail. Super Coil Set $99.95. Rev Master $49.95. Send certified check or money order Visa/MC plus $5.00 shipping and handling to Vance & Hines • 14010 Marquardt • Santa Fe Springs, CA 90670 • 213/921-7461. Not legal for sale in California on pollution controlled motor vehicles.

ACCEL

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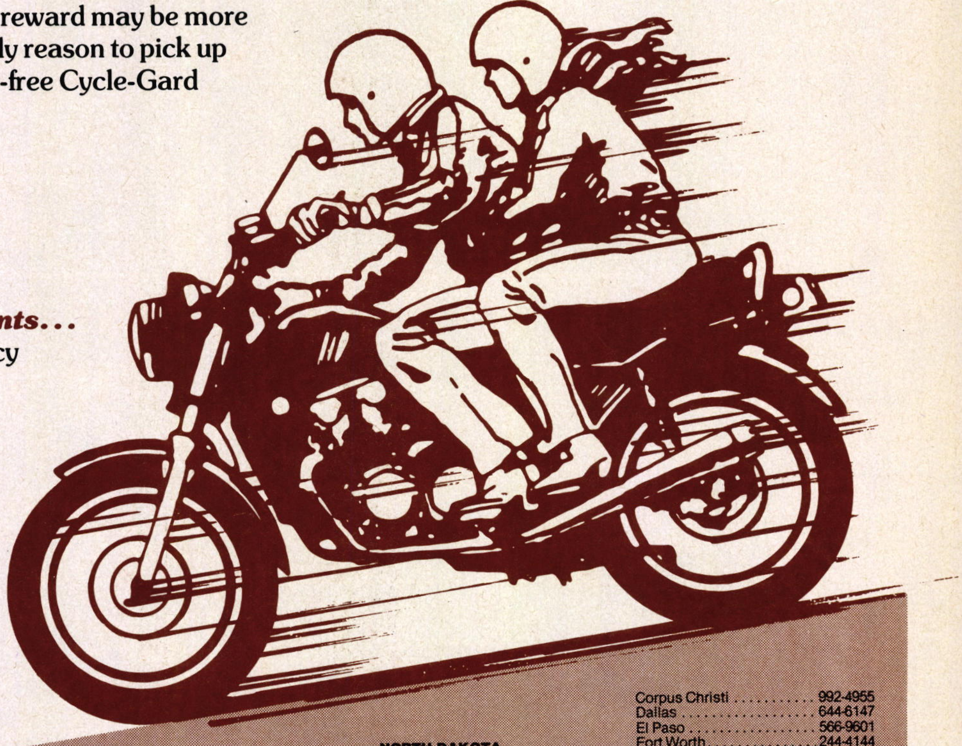

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Contact Points

The Amazing Grace Racing Team

Rainy day memories.

• The rain had fallen steadily for two straight days. We'd sprayed the bikes with WD-40 and covered them with a tarp. Miles wanted to bring his Triumph inside, but Virgil and I held the majority opinion. The Husky and Yamaha would be offended, we said. And a British bike, for God's sake, should be able to sit out in the rain.

The three of us were only about one-third of the way into a 300-mile trek, and our one-week timetable was half used up. Fishing was out, and none of us had brought a deck of cards. It was storytelling time.

Virgil and I were old riding partners, and had heard most of each other's tales. But Miles was new to the group. We'd heard him mention a few references to pavement racing, so as we got into the last of the beef jerky and ginger snaps, Virgil asked him about it.

"Well, that was several years ago," Miles said. "Weren't many Americans roadracing in Europe then, so we were a bit of a curiosity, I suppose. The 'Continental Circus,' they called it—and you can be damn sure there were some clowns on the track. Yeah . . . 'course sometimes it was us.

"Let's see," he continued, "it was Peter Gant, Tony Borneo and myself. And sometimes Missy McPherson, although she was Canadian."

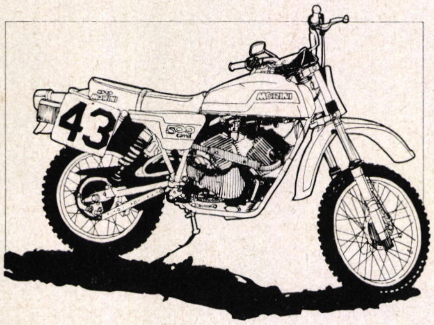
"Tony Borneo?" I asked.

"I *think* that was his name," Miles replied. "Said so on his U.S. passport, among others. Tony had one of those multinational faces, sort'a like a young Anthony Quinn. He always managed to ease our passage at border crossings, and to negotiate well with *polizia* carrying automatic weapons.

"But Tony and I were mid-packers most of the time. He was a good wrench, though, and Pete was our fast guy. Off the track he put you in mind of an oversize Huckleberry Finn; had red hair and an east-Texas drawl, loved practical jokes. Stood about six-five, and looked kind of awkward. But he was a natural. When he got on the bike, his eyes would change from blue to a slate gray. Only person I've known whose eyes actually changed color."

"What color were Missy McPherson's eyes?" inquired Virgil.

"Brown," Miles said, "the official color of the Amazing Grace Racing Team. Missy went to college in Switzerland, and rode a BMW R69S. Rode it well, in fact, but didn't race. She and Peter had been companions in the States, and were still close friends, so to speak. Missy was our best psychological weapon; she had a physique that would make Italians forget Sophia Loren. But first I should tell you about Grace."



"Was she equally amazing?"

"In her own way. She was our race van, a modified 1960 Buick convertible. We found her in Southampton—the top was gone but the engine was good. We cut out everything behind the front seat and built a mahogany cabin, complete with portholes and a topside hatch. A certified land yacht.

"Anyway, Grace towed a four-bike trailer with ease, and Missy was along once when we wheeled into the paddock for a race in Spain. She had on these white shorts and a red halter top, and she came out the top hatch and down the stern ladder. As she walked through the pits looking for a parking spot, there was this following ripple of silence. Wrenches chimed on the pavement, engines sputtered and quit. Somewhere I've got a photo of a guy drinking from a wineskin—his head is turned, eyes and mouth both open wide, and the wine is going directly into his ear."

"You guys were cruel," Virgil said.

"Yeah. That routine we called the McPherson Strut, and it rarely failed. Some guys would show up at the line without their helmets, or with their plug wires disconnected. Missy was standing near the chicane that day, and they had to stop practice and ask her to move. One rider almost took out the flagman.

"But Missy wasn't there too often. She was a great help in getting us spare parts, though. Her father was State Department, so she had a diplomatic passport and could sail through customs with no hassle. We had a Norton Manx, an Aermacchi 250, a Bultaco 250 TSS and a Cheney/BSA 500. None of 'em were exactly factory fresh, and the BSA was basically a dirttracker that Pete built to stay in practice. He did ride a motocross on it once, near Brussels, and got third. The Belgians were impressed.

"We had some good racing in Italy, too, and some fine times. Tony dubbed himself Antonio Borneoni and made connections with some folks at Aermacchi, saying his Italian-born uncle worked for Harley-Davidson. Might have been true, for all I know. Harley and Aermacchi were partners then, and Tony got all the poop on Renzo Pasolini's red racer. He came back with a box of go-fast parts and a bottle of the local wine. He said, 'Those guys were all right. They have a civilized attitude.'

"So . . . at Modena the Aermacchi was running strong. Peter got a second that day on the Norton, and third on the Aermacchi, so we won some lira and a few cheers. Pasolini wasn't there that day, but Agostini was, and Missy was there as well. I think that was the last race we all made together. I remember her saying, 'Boy, that Angus Teenie sure is fast. Not to mention cute.'

"Of course, Tony offered to introduce her, though he didn't know Ago, and must have known the Italian champion would have a lady friend in attendance. Plus, Tony was costumed for our semi-victory celebration—had on an Arab robe, snakeskin headband and a leather vest with *Duke of Earl* lettered on the back.

"Sure enough, they were 50 feet from the Morini pits when this raven-haired *signorina* spotted Missy. It was like a wall of blue ice rose up between them. My, my . . . what a day that was."

Miles' eyes seemed to be misting over, but it might have been the rising humidity in the tent. The rain had finally stopped. "Now you're gonna tell us you never saw her again; Missy that is," Virgil said.

"Nope. I married her. She's waiting in the campground at Five Rivers. What say we hit the trail?"

We had a mud run ahead, but Virg and I both looked forward to meeting another member of the Amazing Grace Racing Team. —*T.J. Rafferty*

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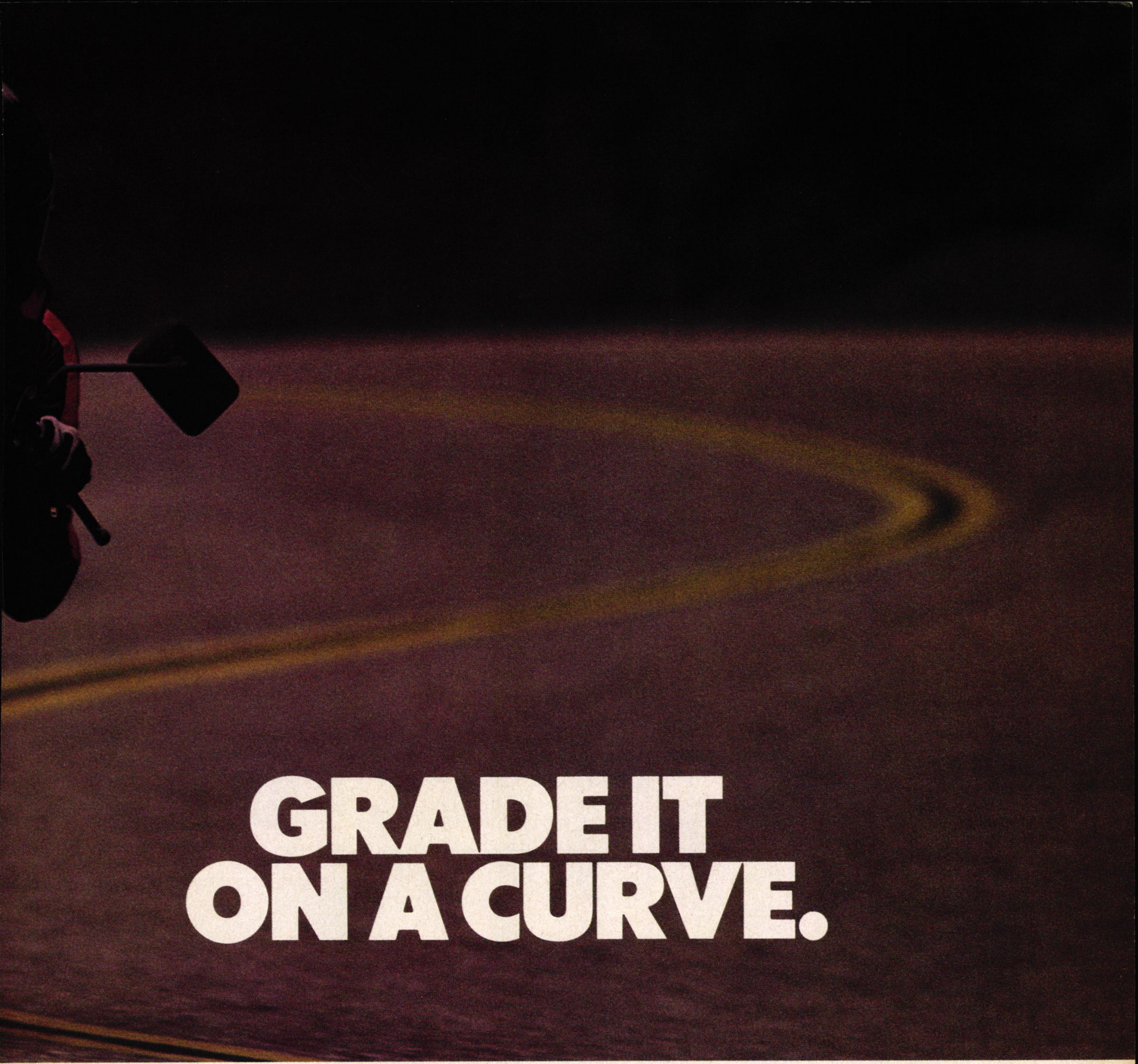

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and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

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Macy's of the motorcycle world.

Just Like Freddie's: And more so than you might think, because Michelin's Hi-Sports are for-real racing tires, not just street skins with a softer rubber compound. Michelin claims these production-racing tires' treads were designed according to the wear patterns on racing slicks, and utilize shallow tread blocks to minimize squirm under hard cornering and braking. The TG22 rear tire is available in sizes 160/60V17, 130/70V18 and 160/60V18; the TF11 comes in 100/80V18 and 120/70V16 sizes. Both the TG22 and TF11 are DOT-approved for street use, and range in price from $89.00 to $125.00. For more information, contact Michelin Tire Corp., Dept. CG, One Marcus Ave., Lake Success, New York 11042.

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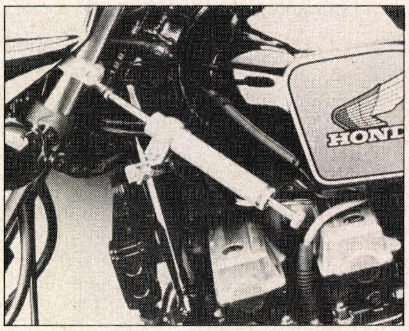
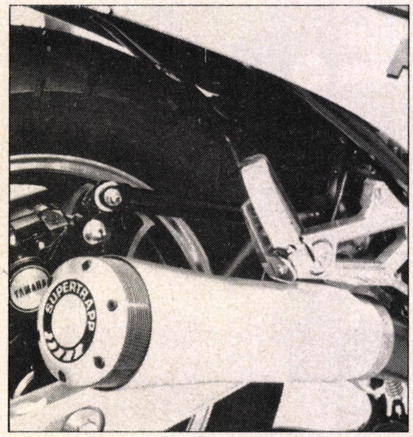
Back to Black: If you've ridden the finish clean off your motorcycle, chances are PJ1 has a paint to restore it. The new Fast Black paints are available in three types: a high-temperature flat black for exhaust systems, a semi-gloss finish for engine cases and a high-gloss enamel. PJ1 claims the paints are both durable and rust-resistant. The high-temperature paint retails for $4.95, the semi-gloss and high-gloss retail for $4.46, and they're available at motorcycle dealers. For more information, contact PJ1, Dept. CG, 7345 Topanga Canyon Blvd., Canoga Park, California 91303.

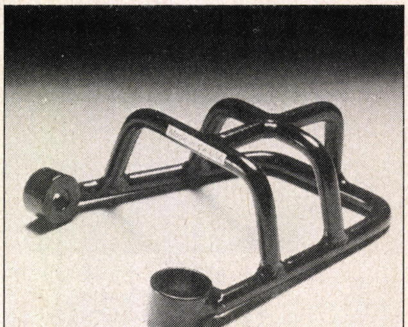
Calm down, Junior: Does your sportbike have the Sunday morning jitters? If so, Lockhart can quell its shakes with a Traklock Steering Stabilizer. The adjustable aluminum-bodied steering damper attaches between your bike's frame downtube and fork leg, and Lockhart claims the damper is precision machined to provide smooth, accurate action. The Traklock is available for most sportbikes, and ranges in price from $79.95 to $119.95. For more information, contact Lockhart Consumer Products, Dept. CG, 15555 Texaco St., Paramount, California 90723.





Hot Tip: Your FJ1100 might be a quarter-mile king, but it probably doesn't sound like one. Supertrapp claims its Slip-On Silencers can rectify that situation by giving the FJ1100 "superbike sound." The firm's repackable aluminum silencers are claimed to slip on in minutes and require no jetting modifications. Retail price is $199.95 from motorcycle dealers or directly from Supertrapp Division, Moller Corp., Dept. CG, 1222 Research Park Drive, Davis, California 95616.

Simply Glovely: And better looking than mittens, too. O'Neal's Supra Winter glove is constructed from drum-dyed leather and is double-stitched at all stress points. According to O'Neal, the glove uses Thinsulate for warmth, and the wrists seal with Velcro closures. Also, suede is sewn on top of the fingers and hand of both gloves to aid visor cleaning. The Supra gloves come in black only, in sizes S-XL, and retail for $32.95 from motorcycle dealers or directly from O'Neal U.S.A., Dept. CG, 9555 Owensmouth Ave., Chatsworth, California 91311.



Turn that down!: Cobra Engineering's MX Rock Guards won't quiet the Twisted Sister concert blasting next door, but they will protect your dirt racer's disc brake reservoir from flying debris. The guards are made of heliarc-welded tubular steel, and Cobra claims they also add strength to the lever pivot area. Rock Guards are available for most disc brake-equipped motocrossers including Husky's and KTM's. Retail price is $15.95 from Cobra Engineering, Dept. CG, 4760 E. Bryson St., Anaheim, California 92807, or from motorcycle dealers.

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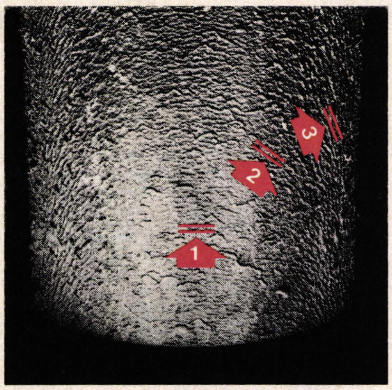

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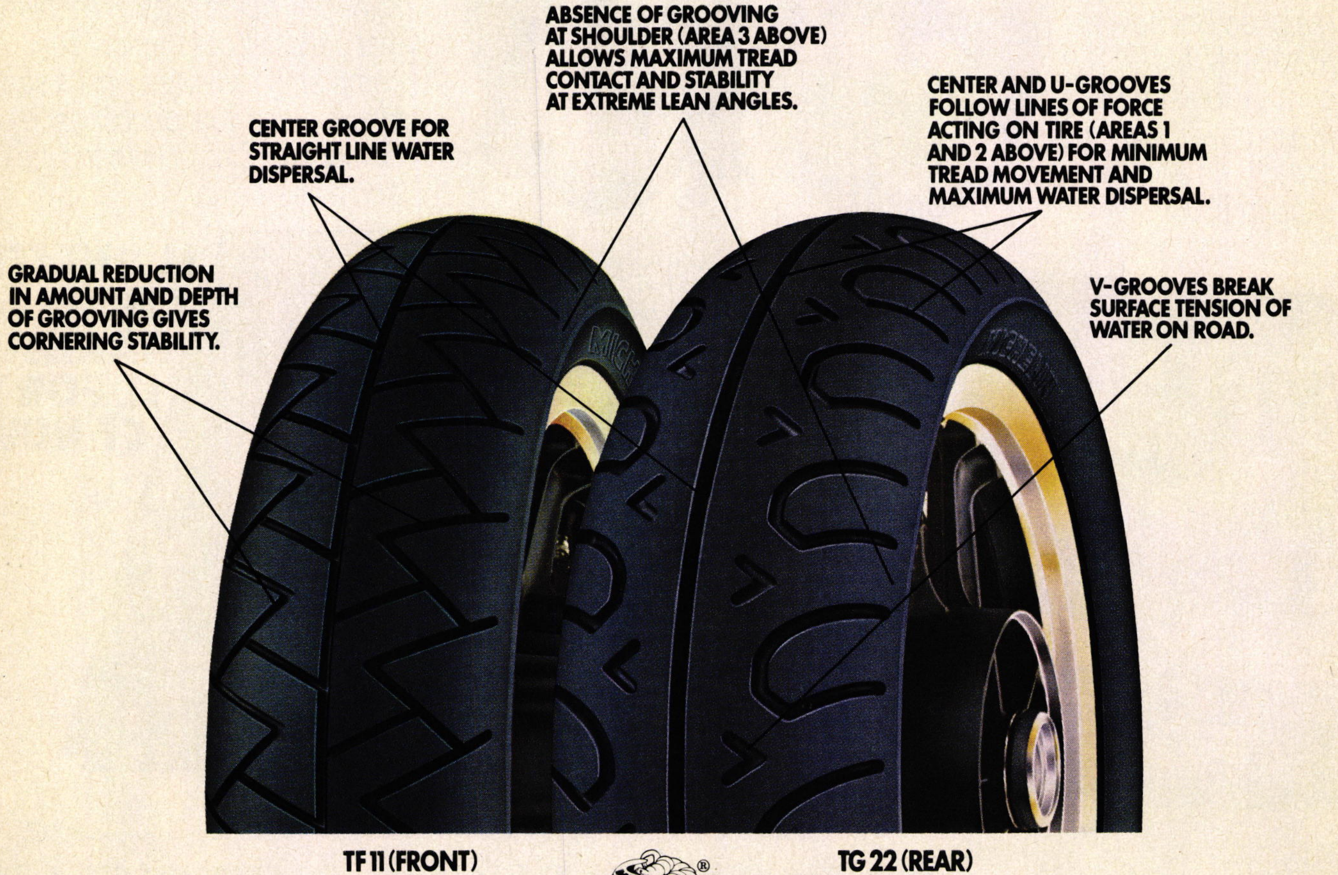
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CENTER AND U-GROOVES FOLLOW LINES OF FORCE ACTING ON TIRE (AREAS 1 AND 2 ABOVE) FOR MINIMUM TREAD MOVEMENT AND MAXIMUM WATER DISPERSAL.
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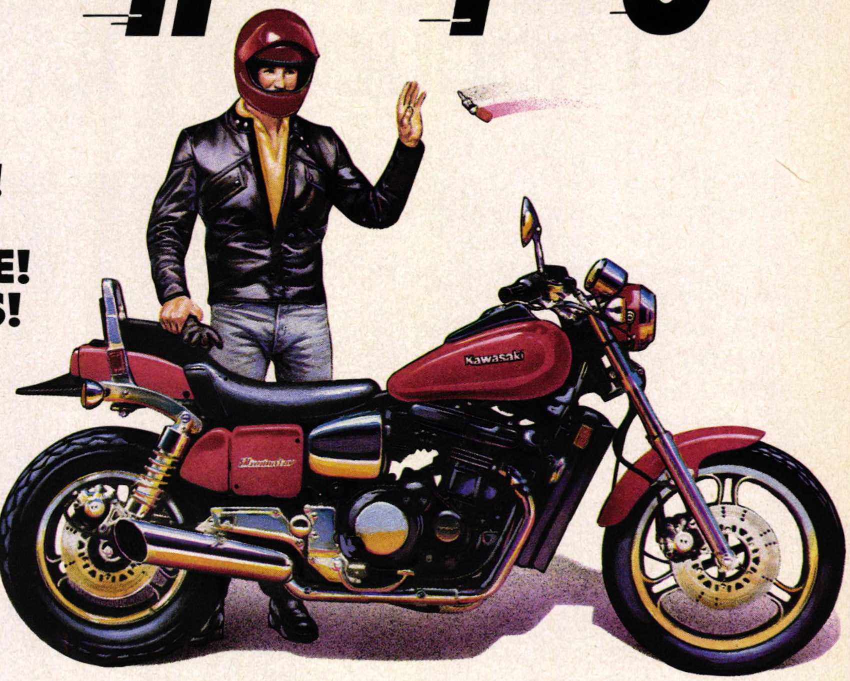

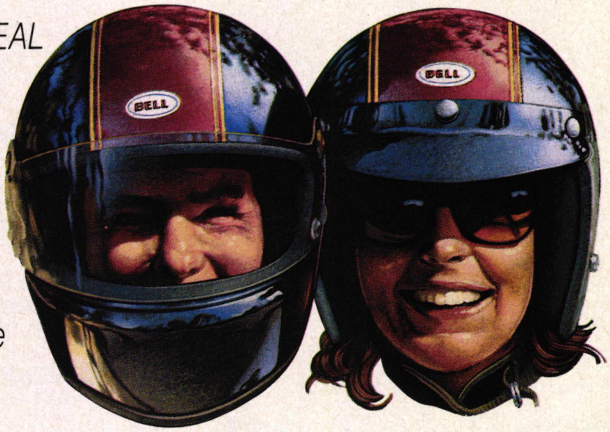

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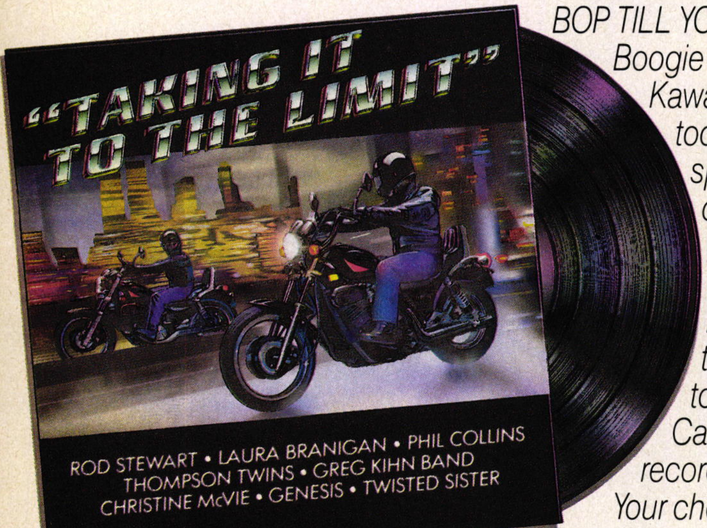
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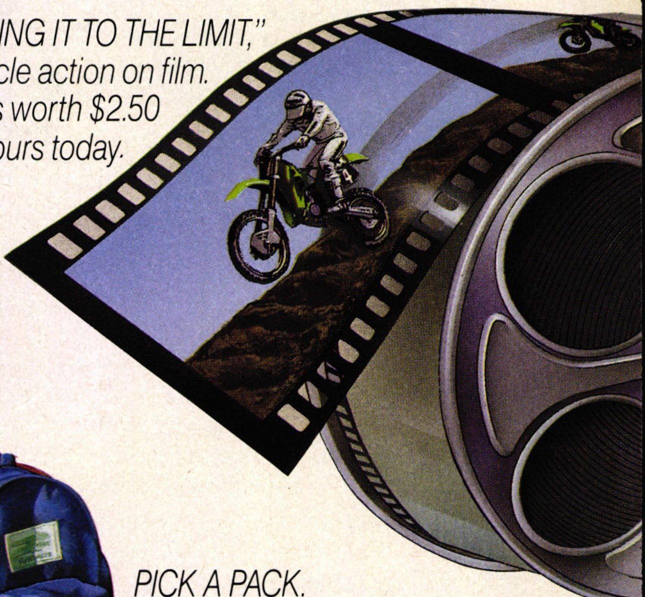

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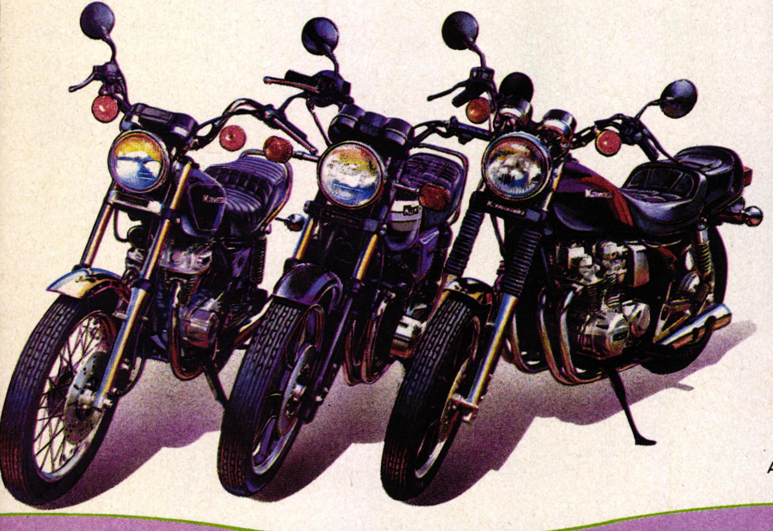

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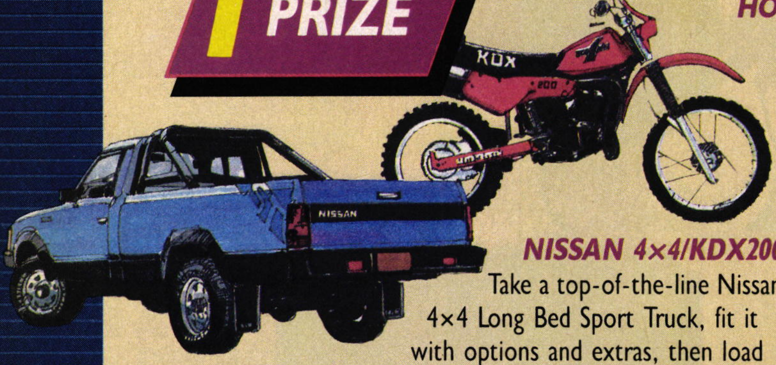

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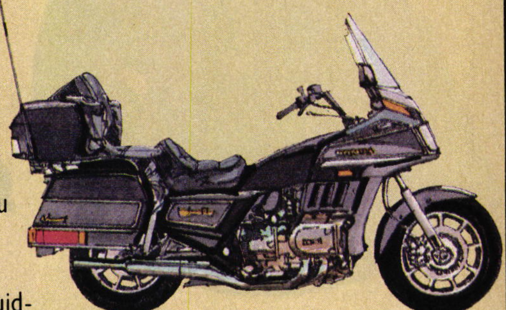
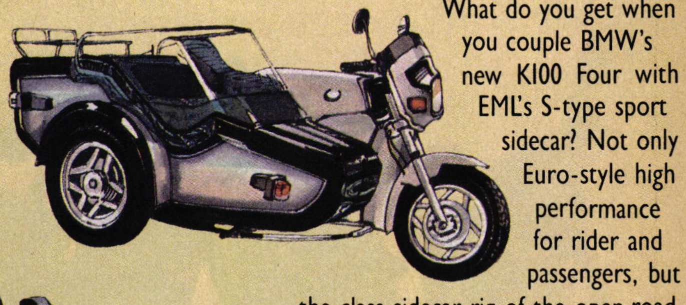


HONDA GL1200A ASPENCADE

Here's proof you *can* take it with you. From its liquid-cooled, shaft-drive 1182cc engine to its high-tech stereo sound system, the Aspencade epitomizes long-haul, American-style touring.



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What do you get when you couple BMW's new K100 Four with EML's S-type sport sidecar? Not only Euro-style high performance for rider and passengers, but the class sidecar rig of the open road.

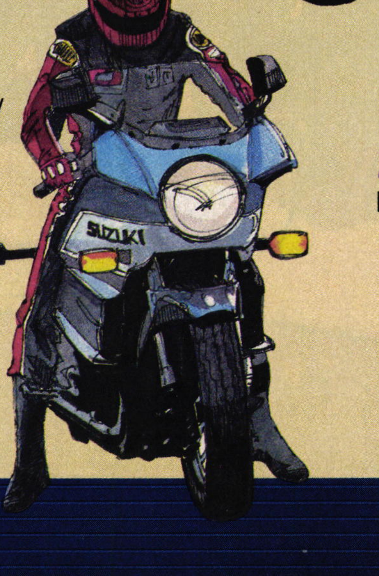
3 FIRST PRIZES THE LITER-BIKE OF YOUR CHOICE

HARLEY-DAVIDSON XLS ROADSTER

The Roadster is one vee-twin factory cruiser that does more than just look the part of the mean-streets machine; this original Milwaukee Iron *lives* it!

YAMAHA V-MAX

Sure, this new vee-four Yamaha has radical styling, but the real story is horsepower, 135 horsepower, to be exact. Watch for it in the quarter-mile—but look quickly.



HONDA VF1000R

Ever wish for a racebake with lights? This is it. From its gear-driven cams to its racy full fairing, the VF1000R is ready to take on the street—or the track.

SUZUKI GS1150E

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KAWASAKI KX500
Built to dominate American Open-class motocross, no if's, and's or but's.

HONDA XR600R
Take it straight from the crate and head for Baja.

YAMAHA IT200N
Ready for the woods or the desert with more horsepower than ever before.

SUZUKI LT230GEF QUADRUNNER
Suzuki's newest four-wheeler, with shaft drive, reverse and an automatic clutch.

HONDA ATC200X
Four-stroke power and five speeds, in a three-wheel package.

KAWASAKI 600R NINJA
This all-new 600 Ninja, with 750-class power and 500-class size, promises to be *the* middleweight sportbike to beat.

YAMAHA FZ750
What do five valves per cylinder, an 11,000-rpm redline and a 16-inch front wheel add up to? Yamaha's race-ready FZ750.

KAWASAKI 454 LTD
An all-new belt-drive, six-speed cruiser, with a mechanical heritage that traces back to Kawasaki's Ninja hyperbike.

SUZUKI SP600F
This big-motor dual-purpose bike is built to get you there, no matter where "there" is!

KAWASAKI KL250R
Put simply, the highest-tech quarter-liter on/off-road bike ever!

YAMAHA RZ350
Own a part of Yamaha's GP racing victories with the liquid-cooled RZ, the only two-stroke sportbike available in the U.S.

HONDA VF500F INTERCEPTOR
Handling so good it makes you a better rider, coupled with vee-four power so strong you won't believe this is "just" a 500.

SUZUKI GS550ES
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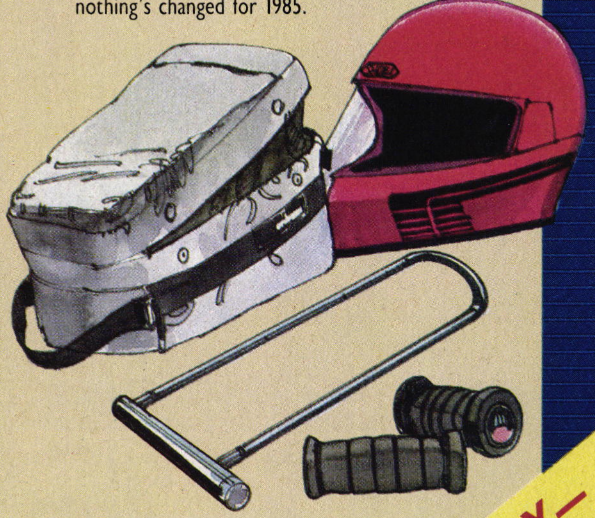

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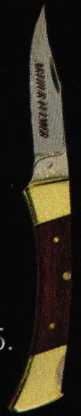
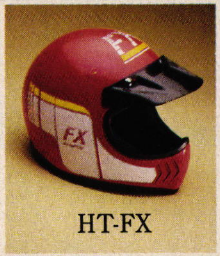


Cut a deal. Get this knife FREE with purchase of helmet. Offer expires May 31, 1985.

HT-90

HT-80 II
Open Face



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OVER THERE:

EASTERN Exotica

A peek across the ocean into sportbiking paradise.

BY JIM MILLER

For the past several years, Japan has produced a flood of serious sporting machines, bikes that represent the leading edge of technology, a single step away from the racetrack. Yet that torrent of hardware trickles down to a dribble at the shores of the U.S., because much of the Orient's front-line technology is diverted by the dual breakwaters of government regulation and American marketing strategy. We've managed to sidestep those barriers, however, at least long enough to give you a look at what's going on beyond the horizon of the U.S.A.

The first glimpse is of Suzuki's newest sporter, the GSX-R750, a bike that runs smack into the ITC tariff on 700cc and larger motorcycles. The GSX is joined by two lightweights—at least by the American definition: Honda's roadracing-inspired NS250R and Kawasaki's road-warrior GPZ400R. The American predilection for large-displacement sport machines has kept world-class lightweights out of the hands of dedicated sportbike aficionados in this country. As a result, machines such as the NS250R or 400R probably will never see a port of entry in the United States.

Those three represent Japan's latest generation of sporting machinery. Kawasaki's GPZ400R is the newest member of the Ninja family, a group of bikes that, from its inception, has taken the original GPz concept one step closer to the racetrack. And while at one time the closest connection between a company's racing machines and its street hardware was the number of wheels, bikes like the NS250R are just a sidestand away from a racetrack paddock. Similarly, the aluminum-framed GSX-R750 reflects the seriousness of Suzuki's intentions toward production racing, and a full-race version, which will be available in kit form, was developed alongside its treaded-tire stablemate. The best news about the GSX, however, is that it *is* bound for this country; it's scheduled to make the Pacific crossing sometime late this year.

The fourth member of this sporting entourage isn't exactly bred for the racetrack, though you'd never tell that by its looks. Kitaco's Replica Racer looks as if Freddie Spencer just rolled it in off the track. The Honda Z50-based repliracer could prove to be just the ticket for those budding Freddie Spencers who aren't quite ready for an NS500. Unlike the other bikes in this collection, though, the Kitaco isn't unobtainable hardware; it's available—right now—through RSC Performance.

Of course, the fact that you can't buy the other exotics in this group couldn't stop us from *riding* them. So for those of you with twitching throttle hands and duct-taped knees, we've plucked this foursome out of the waves breaking just offshore. And in case you're wondering, the news has never been better. ●

EASTERN Exotica

RIDING IMPRESSION:

Suzuki GSX-R750

When Suzuki won the World Endurance Championship in 1982, it won more than just a world title. Part of the booty included blueprints for a new, cutting-edge sportbike, the GSX-R750. You see, starting in 1983, Suzuki developed the GSX-R by using the championship-winning GS1000R endurance machine as a model; Suzuki believed that what worked at Bol D'Or and other roadrace tracks should also do well for a high-performance streetbike.

Consequently, the GSX-R750 was endowed with cornering clearance that allows phenomenal 55 degree lean angles, an engine that wails out more than 100 horsepower, a full fairing, and a riding position that's found on practically every Bol D'Or-ready bike. As project chief Etsuo Yokouchi stated, "The main concept of this machine was born on the circuit, and returned to the circuit."

You get a much clearer understanding of Yokouchi's words when you sit on the GSX-R, stretch your arms across its stubby five-gallon gas tank to the clip-on

SIMPSON
DAIN
SUZUKI
SUZUKI

BY DAIN GINGERELLI

A born-again racebike for the street.

PHOTOGRAPHY © 1985 KOICHI OHTANI

CYCLE GUIDE
SUZUKI
GSX R 750
SACS

handlebars, and tuck behind the windscreen. Staring back at you is an instrument panel containing a tachometer—with an 11,000-rpm redline—that only *begins* to register at 3000 rpm. Joining the tach is a 260-kph speedometer, and both instruments are mounted in a single-piece, dense foam-rubber panel similar to what Suzuki uses on its GP roadrace machinery. And, apart from a few warning lights, there is nothing inside the fairing to indicate that the GSX-R *isn't* a racebike, not even a molded dashboard to conceal the brake lines and wiring. Just the bare essentials for instrumentation.

That instrument panel bespeaks the GSX-R's design philosophy, too; Suzuki's goal was to build as light a motorcycle as possible, and, consequently, there are few extraneous pieces of hardware on the bike. The end result is a sportbike that weighs a claimed 388 pounds. That's nothing short of remarkable, because by comparison Honda's VF700F Interceptor weighs nearly 100 pounds more. The GSX-R750's dry avoirdupois also is 2 pounds *under* the weight limit for AMA Superbike racing. But Superbike racing wasn't the main purpose behind the new Suzuki. As Yokouchi said, "We wanted to develop the world's fastest 750cc machine."

Achieving that goal meant not only making the motorcycle light, but also required an engine that, in Yokouchi's words, "had maximum horsepower." The quest led to an engine that makes 106 horsepower, and one of the biggest hurdles to overcome was in helping the highly tuned engine keep its cool. Liquid-cooling was deemed impractical, because water jackets and a radiator add extra weight. But air cooling doesn't dissipate engine heat as efficiently as liquid-cooling, and with 100-plus horsepower on tap, the motor would require plenty of cooling capability. So Suzuki's engineers sought an alternative, and the result is an engine with dual oiling systems, one for lubricating the moving parts, the other directing oil to the underside of each piston and the outside of the combustion chambers where temperatures are at their highest. It's the high-volume oil pump, circulating 5.8 quarts of oil at a rate *four times* greater than that of Suzuki's GS750, along with a huge oil cooler, that helps prevent the engine from overheating.

Despite its secondary oiling system, though, the GSX-R750 is still fundamentally an air-cooled engine; it's based on the air-cooled GS750 motor, and has an abundance of cylinder finning. But apart from having a few ancillary components from the GS750, most of the GSX-R's engine has new, lighter parts throughout. And to give an idea of how serious Suzuki was in keeping weight to a minimum, the GSX-R's valve cover is made of magnesium, an alloy lighter—and more expensive—than aluminum.

Suzuki was just as serious about obtaining maximum horsepower, too. By shortening the piston stroke from 53.0mm (GS750) to 48.7mm, piston speed for the GSX-R engine was reduced, while redline jumped from the GS's 10,000 rpm to 11,000. Bore size for the GSX-R is 70.0mm, compared to 67.0mm for the GS750, which allowed fitting 1mm-larger intake valves and 3mm-larger exhaust valves. Also new are the R-bike's more compact Twin Swirl Combustion Chambers, that don't protrude past the bores' edges. And to ensure that Suzuki's new sportbike engine has the

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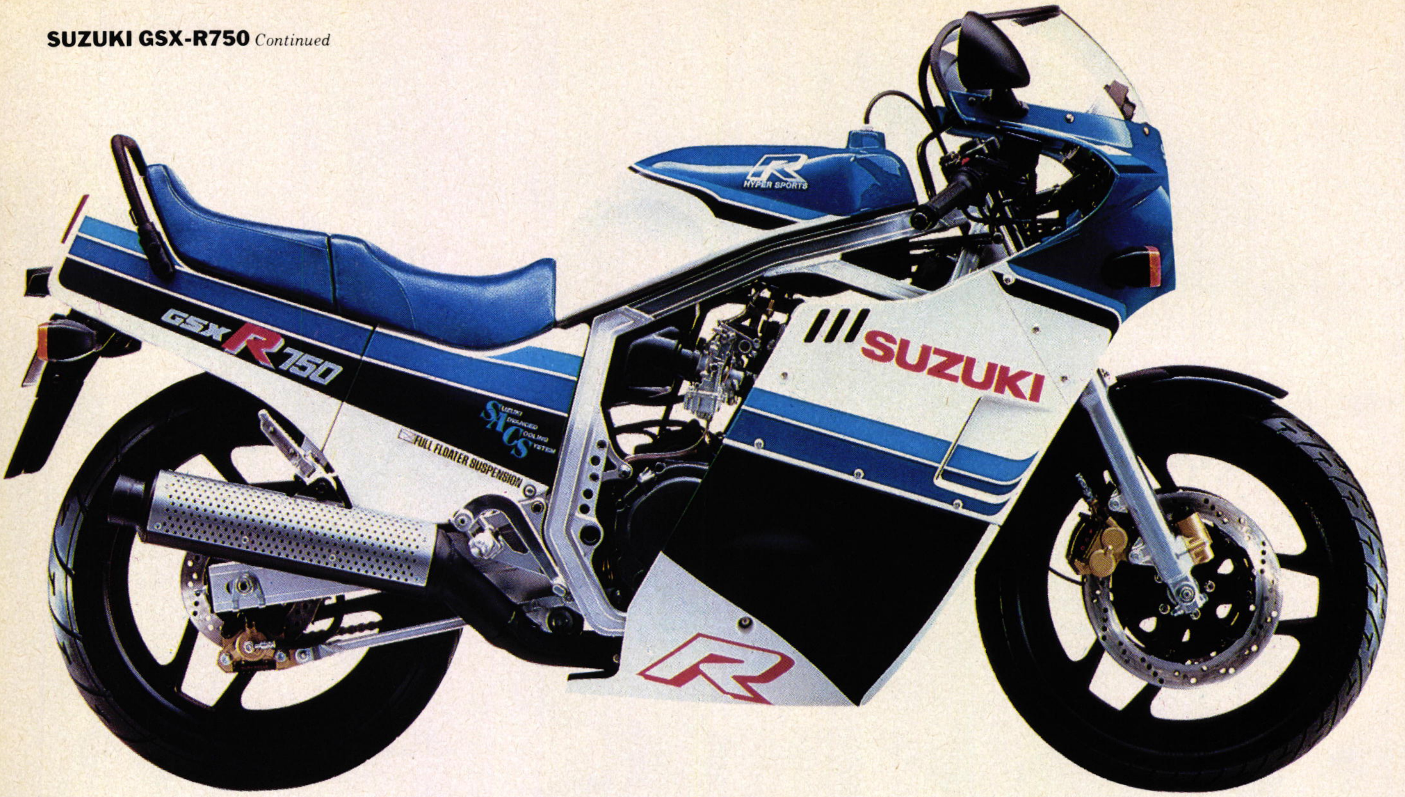
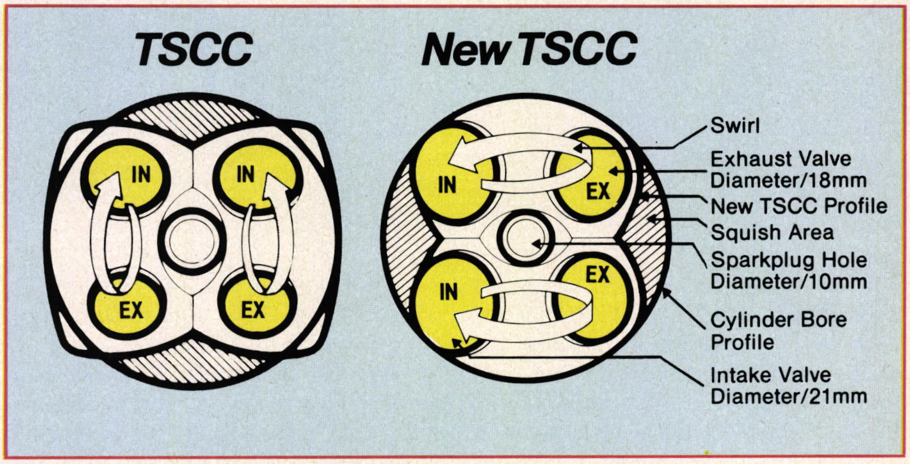

HYPER SPORTS
GSX R750
SUZUKI
SACS SUZUKI ADVANCED COOLING SYSTEM
FULL FLOATER SUSPENSION

ability to breathe freely all the way to its 11,000-rpm redline, the cam lobes have more lift and duration than their GS counterparts, and a huge 8-liter airbox feeding the quartet of 29mm rectangular slide/needle Mikuni carburetors.

There is a trade-off for those hot-rod parts, though: low-end power. When you open the GSX-R's throttle, there's nobody home until about 8000 rpm, at which point the 749cc engine explodes into one big, 106-horsepower party. And when the motor hits redline, the noise exiting through the collector exhaust system is music to a roadracer's ears; you'd swear you were at the Bol D'Or—racing.

Roadracing needs obviously inspired the GSX-R's chassis, too. The all-aluminum frame is almost a straight lift from the GS1000R endurance bike, and the Full Floater rear suspension features a new, lighter linkage than that used on previous Suzuki Full Floaters. Further, the front fork has 41mm-diameter stanchion tubes, and steering geometry taken directly from the GS1000R: 26 degree steering head angle, 4.72 inches of trail. Also from the GS-R is the 18-inch front wheel. And despite the short (56.5 inches) wheelbase and steep rake, the GSX-R's steering is heavy and slow to respond. You have to pitch this motorcycle decisively into a corner to get it headed for the apex.

At high speeds, though, the slowish steering pays off, and the GSX-R feels firm and stable. And once you get cranked over into a turn, just stay tucked


TSCC
New TSCC
IN
IN
EX
EX
IN
EX
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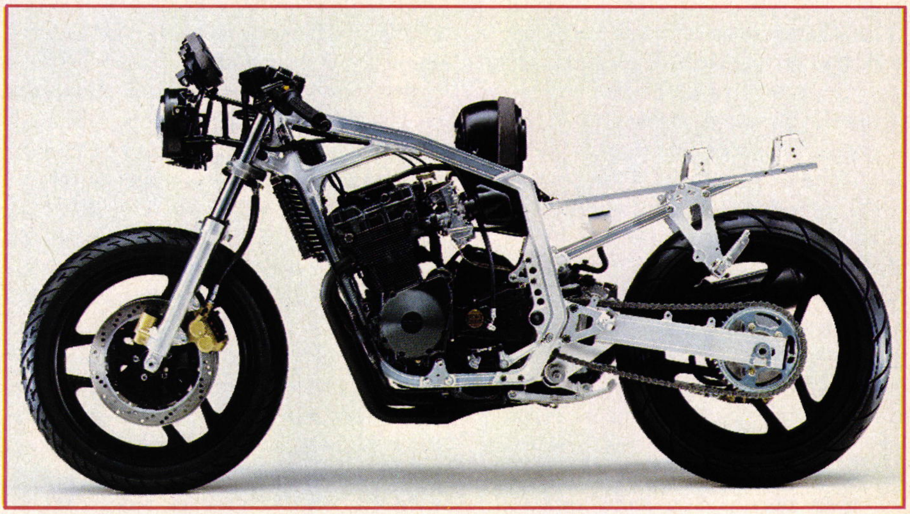
EX
Swirl
Exhaust Valve Diameter/18mm
New TSCC Profile
Squish Area
Sparkplug Hole Diameter/10mm
Cylinder Bore Profile
Intake Valve Diameter/21mm

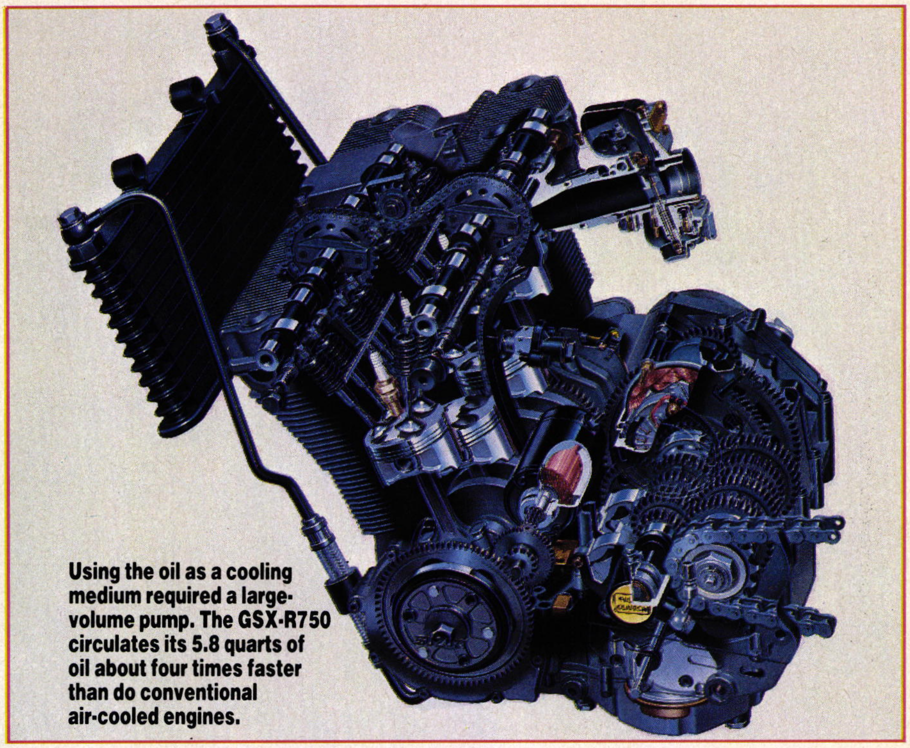
Pulling 100-plus horsepower from a 750 engine wasn't easy

Redesigned TSCC (right) simplified the task.



Even without its battle dress, the GSX-R looks like a racebike

Aluminum frame and magnesium-colored engine add to the image.


Using the oil as a cooling medium required a large-volume pump. The GSX-R750 circulates its 5.8 quarts of oil about four times faster than do conventional air-cooled engines.

under the bubble and keep your arms and knees hidden behind the fairing so nothing is lost to the wind. Under those conditions, the GSX-R is steady, dissecting turns with a surgical precision that can give you a sense of roadracer's euphoria. That is, until the rear shock absorber heats up and the damping begins to fade, which happens in short order. Then the GSX-R750 becomes a handful, its rear tire trying to slide out because of its wiggling rear end.

The brakes' performance, likewise, does a disappearing act during hard riding. Before fade sets in, though, both brakes provide good feedback. But after a few hard dives into corners, the brakes overheat, and slowing the bike down from top speed (150-mph indicated) for a 30-mph corner requires vigorous hand pressure; eventually the front brake lever pulls in all the way to the throttle grip.

Obviously, then, there are some inconsistencies between Suzuki's avowed goal to build the best-performing 750 in the world and the GSX-R750's actual performance. And it's a situation that's especially disappointing because the GSX-R promises so much. Just sitting on the bike gives the impressions that it belongs on a roadrace course, and should be even more at home at speed on the street. Those feelings become even more acute when you experience what this motorcycle can do—until the suspension and brakes overheat.

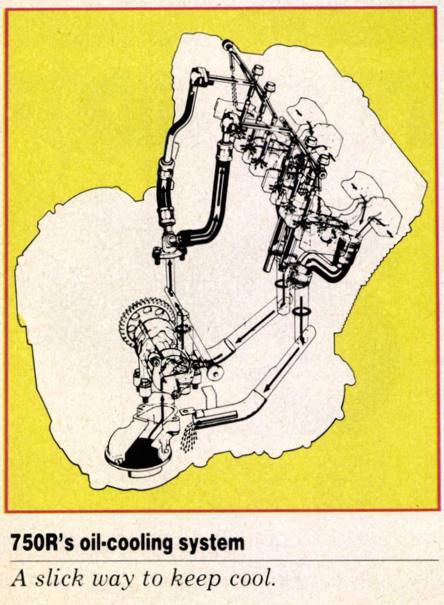
And it's the GSX-R's deficiencies that prevent it from being, in Yokouchi's words, "the world's fastest 750 machine." To meet that goal, a motorcycle should be able to withstand the rigors of hard riding. After all, the GSX-R was developed from an endurance racebike, one that could go fast for hours at a stretch. The GSX-R should be capable of emulating that feat, at least for more than three or four laps around a racetrack. Because, chances are, many sport riders will judge the bike by how well it performs on the racetrack. Admittedly, that's a tough standard, but it's a valid one, especially for this motorcycle. And if Suzuki can make the necessary improvements to the GSX-R750 before it hits this country's shores, it can still have a winner, both on the racetrack, and off it, too. ●

SUZUKI GSX-R750

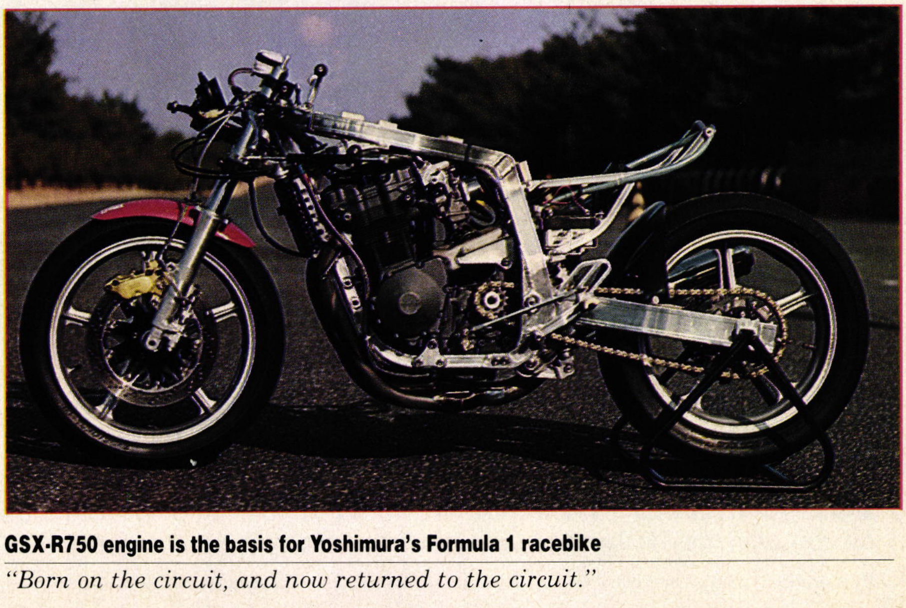
Importer: U.S. Suzuki Motor Corp.
3251 East Imperial Highway
Brea, California 92621

Category	street
Suggested retail price	N/A
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	70.0mm x 48.7mm
Displacement	749.7cc
Compression ratio	10.6:1
Carburetion	four 29mm Mikuni rectangular-slide/needle
Gearbox	6-speed
Front fork/wheel travel	Kayaba, 4-position adjustable spring preload/5.1 in. (130mm)
Rear shock/wheel travel	single Kayaba shock, 4-position adjustable rebound damping, infinitely adjustable spring preload/5.0 in. (127mm)
Weight	388 lbs. (176kg)
Wheelbase	56.5 in. (1435mm)
Seat height	30.1 in. (765mm)
Steering head angle	26.0 degrees from vertical
Front wheel trail	4.7 in. (107mm)
Warranty	12 months, unlimited mileage
Available color	blue-and-white only

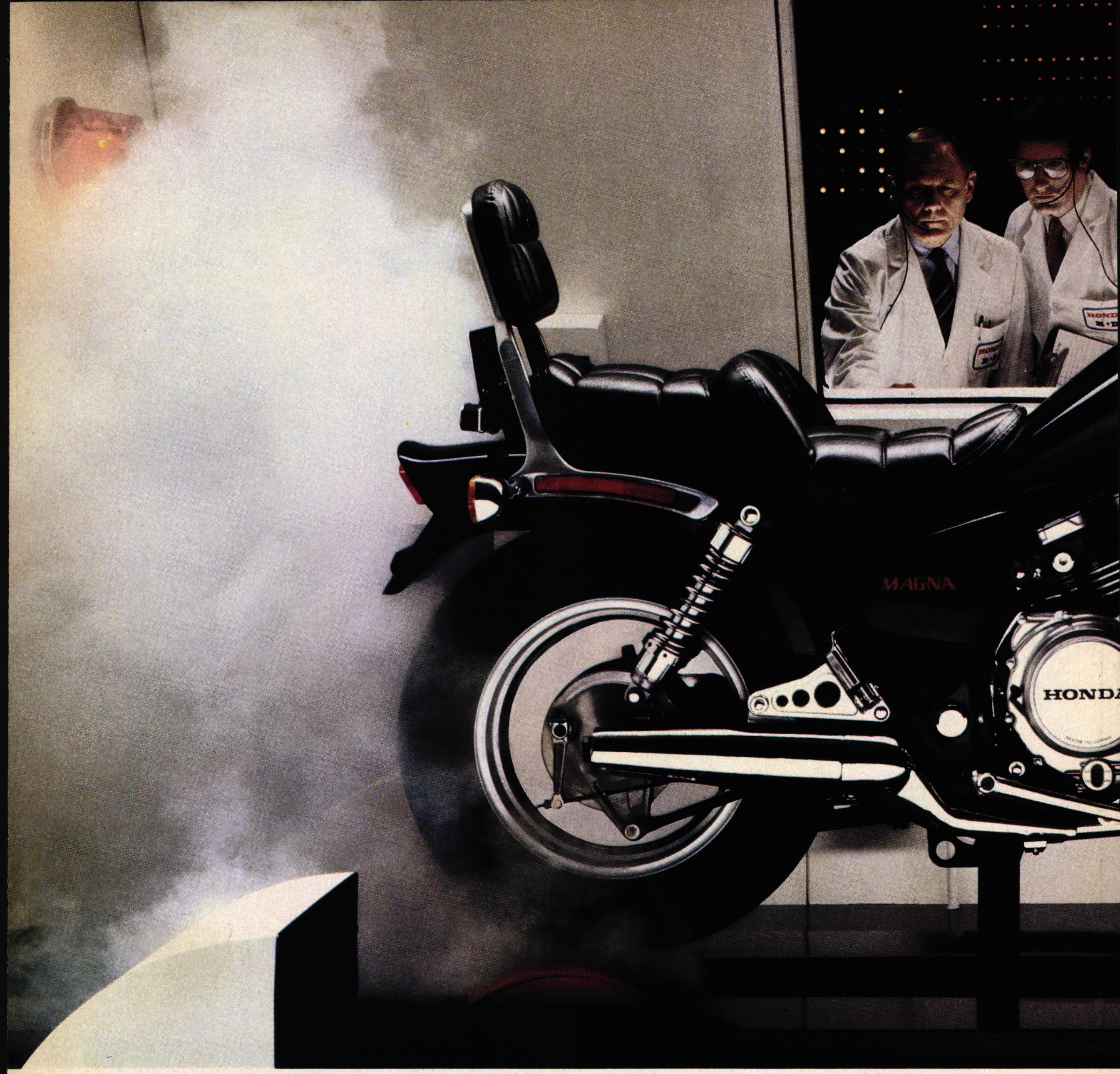
These specifications are manufacturer's claims, not information compiled by CYCLE GUIDE staff.


750R's oil-cooling system

A slick way to keep cool.


GSX-R750 engine is the basis for Yoshimura's Formula 1 racebike

"Born on the circuit, and now returned to the circuit."



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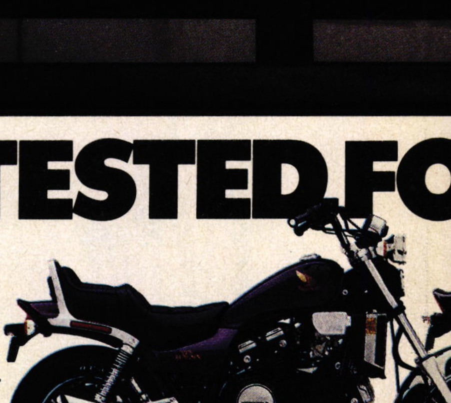
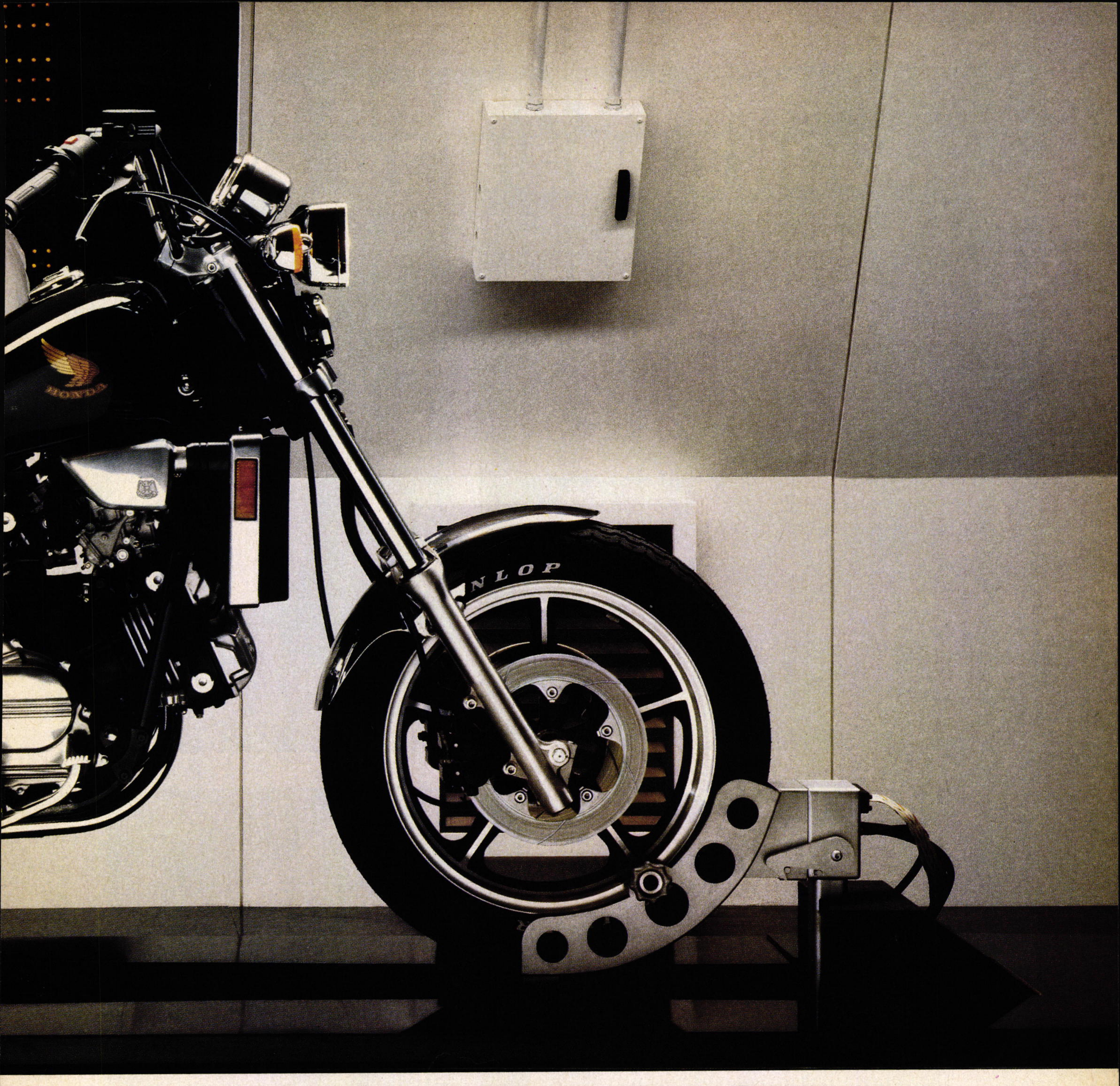


RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed

The Magna has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. Rearview mirrors are standard equipment.



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FOLLOW THE LEADER

and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

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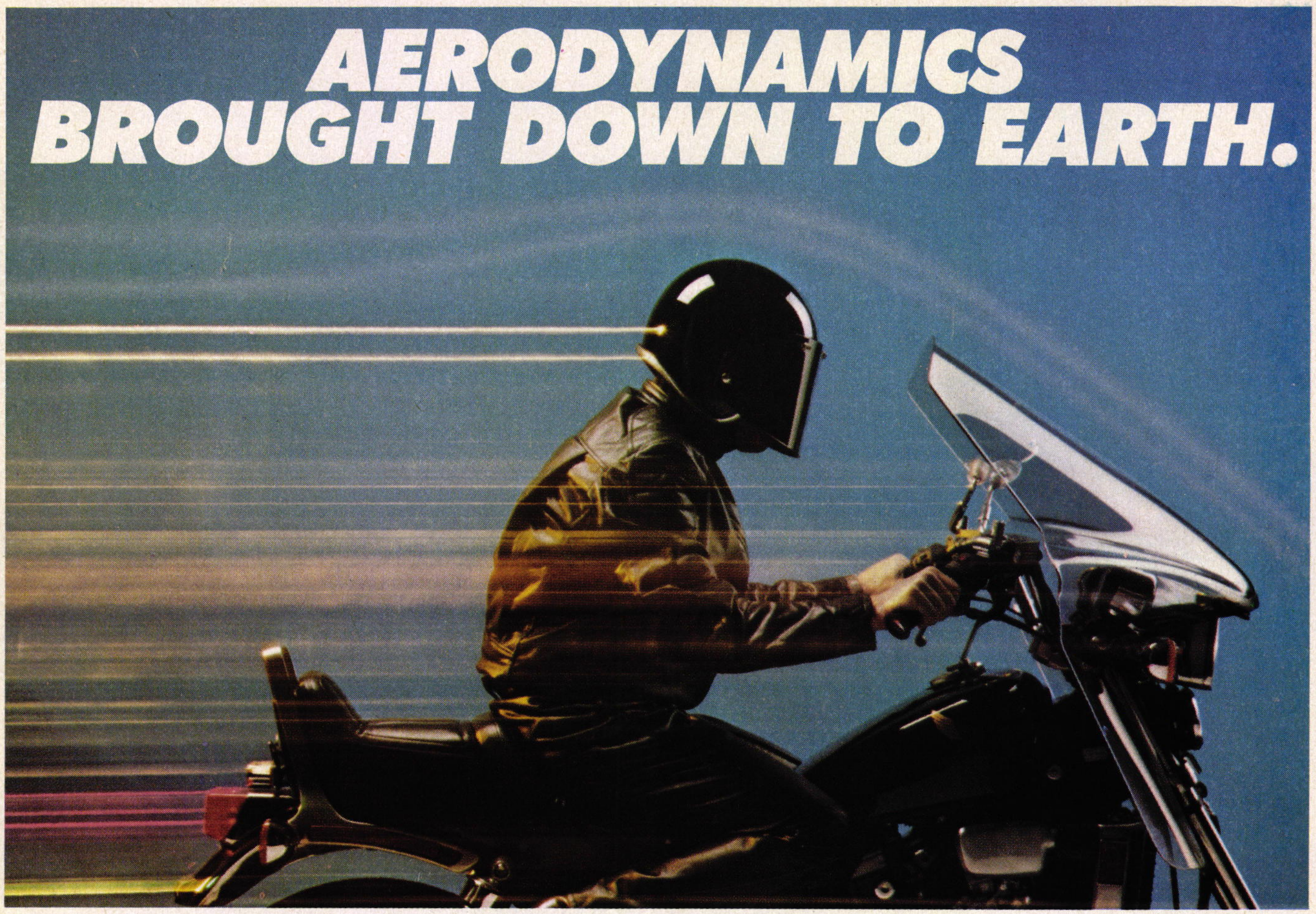

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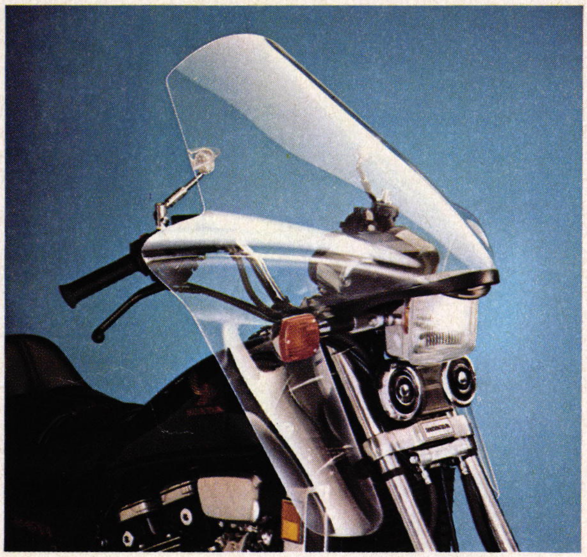

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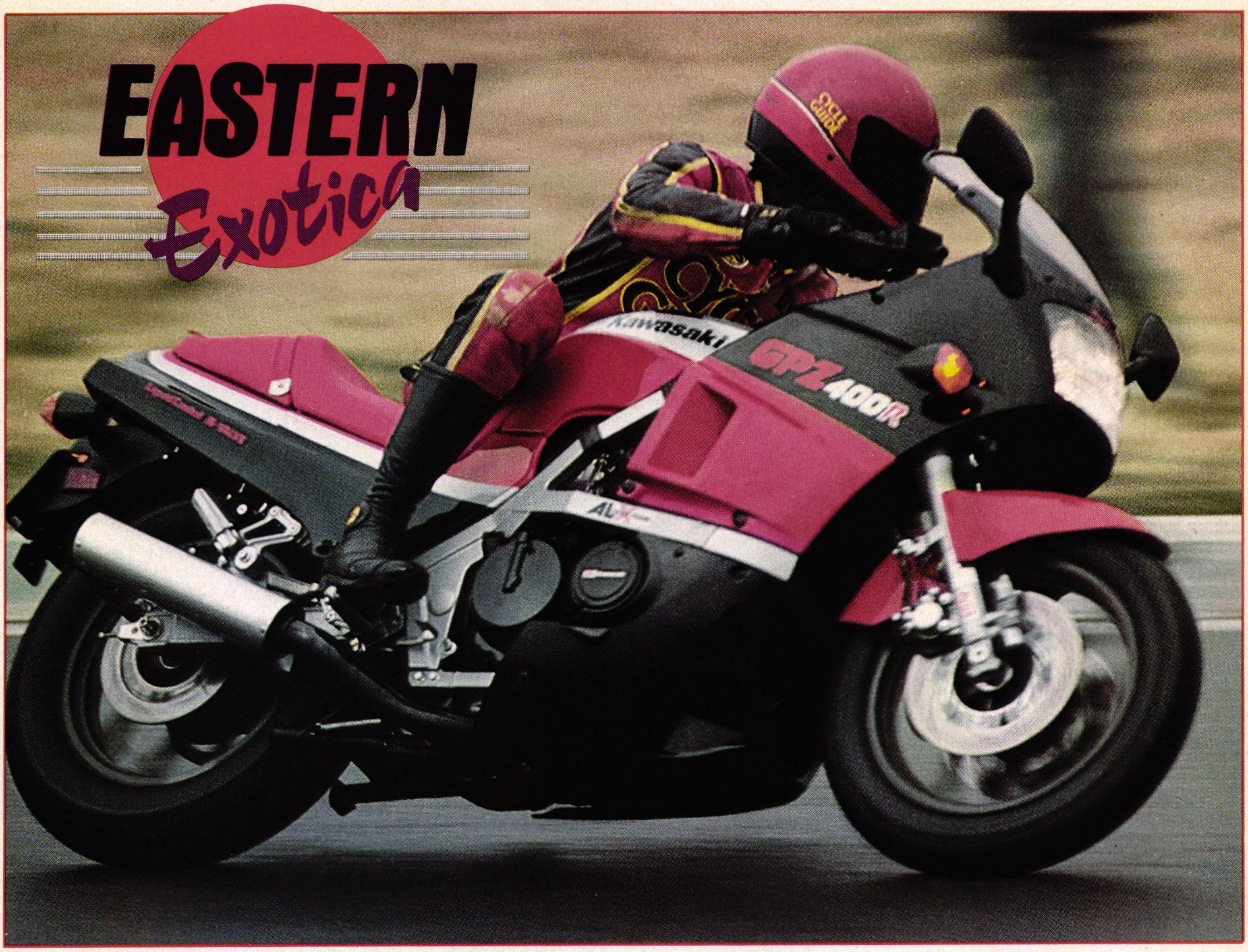


PHOTOGRAPHY · 1985 AKIRA TAKAHASHI

RIDING IMPRESSION:

Kawasaki GPZ400R

Size of weapon vs. frenzy of attack.

BY DAIN GINGERELLI

Kawasaki forgot one thing when it introduced the Ninja 600R to the world earlier this year: Japan. Strange as it might seem, the middleweight Ninja isn't available to the very country in which it's built. But now Kawasaki has taken care of business at home, by transforming the white-hot, racer-sharp Ninja 600R into the GPZ400R.

Americans—accustomed as they are to thinking of 400s as beginner bikes—might write off Kawasaki's decision to substitute a 400 for the perfectly good 600 as sheer folly. But the move makes good sense, because Japan's complex licensing and registration systems favor smaller-displacement bikes. Consequently, the land of the rising sun is a haven for such machines, especially sportbikes.

For the Japanese market, then, 400s are a logical choice. And because Kawasaki just happened to have its speedy, good-handling Ninja 600R to draw from, it would have been folly *not* to use it for the GPZ400R. Kawasaki made the most of the situation, too. Both motorcycles are powered by liquid-cooled, 16-valve transverse inline-fours, with chassis featuring 16-inch wheels front and rear, Kawasaki's Uni-Trak rear suspension and Automatic Variable Damping System fork. In fact, about the only visual tip-off to the smaller bike's identity is the "GPZ400R" designation on its fairing.

You certainly can't tell the two apart by looking at their engines, because the powerplants appear to be identical. Internally, though, Kawasaki pared the 600's displacement back to 398cc, reducing the bore by 4mm (from 60.0mm to 56.0mm) and shortening the stroke a whopping 12mm (40.4mm, compared with the 600R's 52.4mm stroke). Feeding the smaller cylinders are four 30mm semi-flat-slide Keihin CV carburetors, 2mm smaller than the Ninja's mixers. But not everything got downsized in the

Continued

transformation; the 400's redline is pegged at 12,500 rpm, 1500 rpm higher than the 600R's.

Hard riding guarantees you'll see plenty of that astronomical redline, too. The GPZ400R has a peaky powerband that starts at 8000 rpm, and tapping into the engine's performance means rowing at the shift lever while keeping the throttle to its stop. Fortunately, the 400 revs quickly, although not always quick enough to overcome its tall gearing. Kawasaki retained the Ninja's internal and final-drive ratios for the GPZ, and the smaller engine has a hard time pulling through its upper two gears.

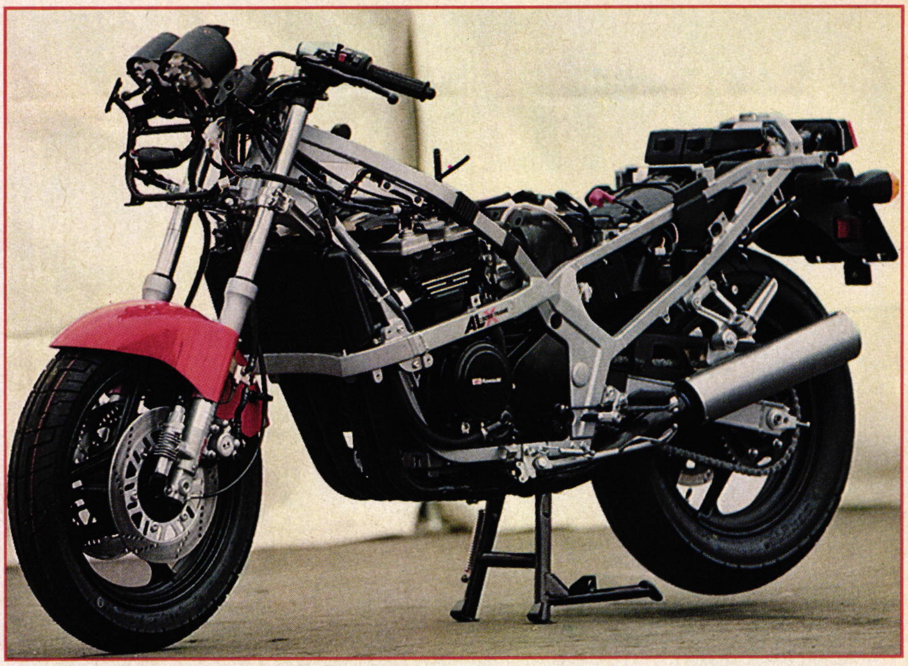
At least the 400 has far less weight to pull; at a claimed 388 pounds, the GPZ undercuts the Ninja's claimed figure by 33 pounds. Some of the 400's weight advantage can be attributed to its ALX Cross Frame, which uses box-section aluminum tubing—a feature that's become almost *de rigueur* for Japanese home-market lightweights—in place of the 600's steel-tube construction. Otherwise, the 400's frame bears an unmistakable resemblance to the 600's, with its two large tubes running directly from the swingarm pivot to the steering head. The ALX frame does depart from the Ninja's design, though, by using two additional tubes to connect its upper rails to the front engine mounts, replacing the plastic trim-pieces found on the larger bike. Kawasaki dialed in quicker steering-geometry, too, by reducing the 600's 27 degree steering head angle to 26 degrees for the 400R, and shortening the trail from 97mm to 86mm.

KAWASAKI GPZ400R

Manufacturer: Kawasaki Heavy Industries Ltd.
1-1 Kawasaki-CHO
Akashi, 673 Japan

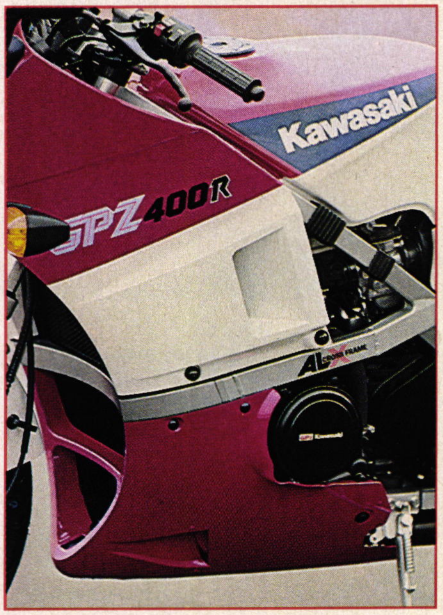
Category	street
Suggested retail price	¥629,000 ($2516)
Engine type	liquid-cooled four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	56.0mm x 40.4mm
Displacement	398.0cc
Compression ratio	11.0:1
Carburetion	four 30mm Keihin constant vacuum
Gearbox	6-speed
Front fork/wheel travel	Kayaba air-spring/ 5.5 in. (140mm)
Rear shock/wheel travel	single Kayaba air-spring shock, 4-position adjustable rebound damping /5.1 in. (130mm)
Weight	388 lbs. (176kg)
Wheelbase	56.3 in. (1430mm)
Seat height	30.3 in. (770mm)
Steering head angle	26.0 degrees from vertical
Front wheel trail	3.4 in. (86mm)
Available colors	red-and-black; red-and-white

These specifications are manufacturer's claims, not information compiled by CYCLE GUIDE staff.



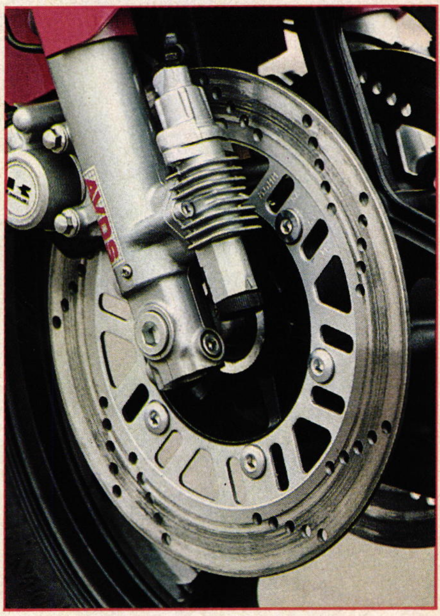
With or without its bodywork, the GPZ can't hide its Ninja heritage.

Aluminum frame is a 400 exclusive.



Frame uses aluminum crossbraces

A dividing line between Ninja and GPZ.



Two 10.5-inch discs for stopping power

More than enough for a 400 sportbike.

And that revised front-end geometry, along with the bike's lighter weight, makes the 400R easier to direct toward an apex than its cosmopolitan cousin. Even so, for a 400-class sportbike, the GPZ responds slowly to rider input and requires a deliberate push at the handlebars to initiate a turn. Once you've peeled off for a corner, though, the GPZ400R reacts just like its larger stablemate, holding a firm, steady line. Also like the 600, the GPZ's taut, air-adjustable suspension and generous cornering clearance make it nearly impossible to etch a line in the pavement with the footpegs. And, thanks to the bike's stability, the GPZ400R has the feel of a much larger motorcycle.

But what the GPZ400R feels like most is Kawasaki's Ninja 600R. And that was the point, really. The Ninja is a stunning example of state-of-the-art sportbike hardware, and its capabilities have remained intact in the GPZ400R. In fact, the GPZ fairly shouts its heritage through every turn, with its agile steering and stability at speed. It just goes to show that although Kawasaki forgot about Japan in building the Ninja, it forgot *nothing* about the Ninja in building the GPZ400R. ●

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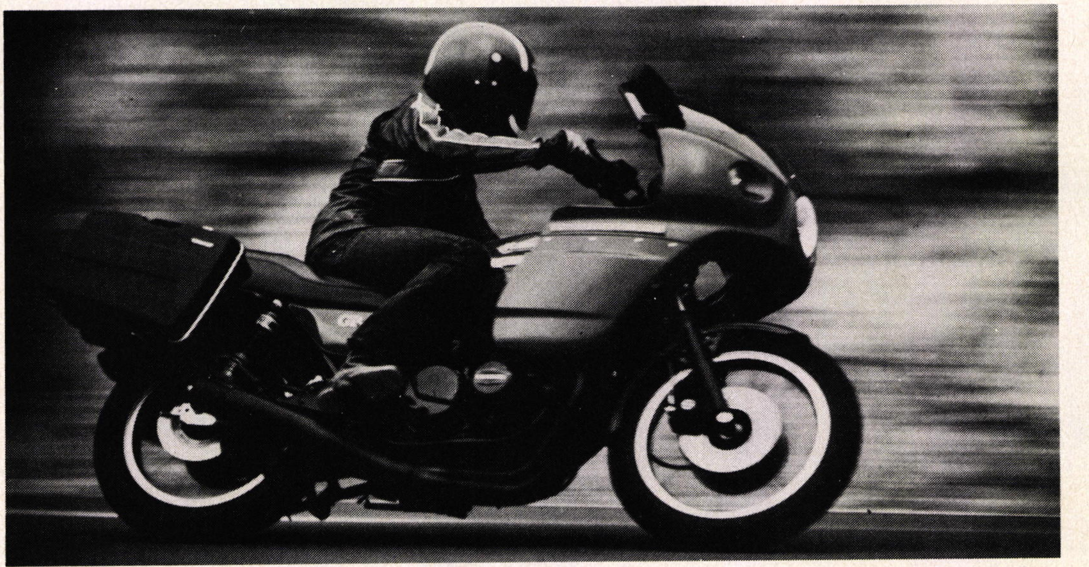

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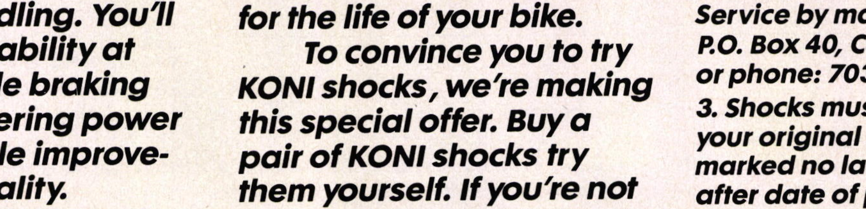

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ROAD TEST:

Honda NS250R

Life at full-throttle.

• You might not realize it, but there's a war on in Japan. It's being waged on that country's backroads, for total victory in the ultra-competitive 250cc class, thanks in part to strict licensing procedures that make 250-class motorcycling one of the most popular—and as a result, one of the most hotly contested—territories in the land of the rising sun. All four of the major manufacturers have quarter-liter road-burners, and there's no quarter asked—or given.

Honda's A-Team in the 250 war is the NS250R, and just a quick glimpse of this motorcycle instantly reveals the seriousness of its intent. Beneath the NS's full fairing lies an all-aluminum frame with a Pro-Link single-shock rear suspension, cradling a rubber-mounted 90 degree, liquid-cooled two-stroke vee-twin with Honda's ATAC (Auto-Controlled Torque Amplification Chamber) system. Looking at the NS, you can almost smell the scorched rubber and oil-laden exhaust smoke, telltale signs of Grand Prix combat. In fact, the NS owes much of its hardware to Honda's 250-class GP weapon, the RS250.

And the NS250 shows its race-bred heritage at every turn. In a word, the NS handles superbly. There's enormous cornering clearance, and the bike always responds with utter predictability, reacting precisely and directly to steering inputs. The NS exhibits a slight tendency to head for the inside of a turn, but the bike never feels flighty or twitchy the way some lightweights can. What's more, the suspension is almost perfectly calibrated for fast riding. For a 160-pound rider, filling the fork to 5 psi (0-5.6 psi is the suggested range) and setting the shock's hydraulic preload adjuster at 5 ½ turns from full soft (13 ¼ turns is full hard) keeps the NS tracking straight and true, even through bumpy turns. In short, the NS's stunning handling makes its rider feel he can do no wrong; the bike is perfectly willing to take any line, and never second-guesses you.

Surprisingly enough, though, the NS doesn't steer as quickly as you might expect from a short-wheelbase, 339-pound motorcycle with a 16-inch front wheel. Not that the NS isn't responsive; far from it. It's just that the bike requires more effort through the low clip-on handlebars in order to initiate a turn than, say, Suzuki's GS550ES. On the other hand, the NS is uncannily stable at scofflaw speeds, even when you've run clean out of numbers on the 180-kph (112 mph) speedometer.

But there's a downside to all this sporting goodness. Whereas the NS's chassis performance is both accommodating and easily accessible, the two-stroke vee-twin's power is neither. The 249.3cc engine has a hairline-thin powerband, and staying in it is a full-time chore, requiring careful choreography of shifting and clutch work.

Honda tried to endow the NS with a broad powerband, by equipping the engine's front cylinder with an electrically operated ATAC system. ATAC is designed to bolster midrange power, and to smooth the transition between midrange and top-end, by increasing the exhaust header-pipe's volume within a certain rpm range. On the NS, that range extends to 7500 rpm, precisely the point at which serious power begins to build. Below 7500 rpm, though, the NS barely has enough poop to pull its own shadow.

That translates into peaky performance that cuts the rider no slack at all. You must keep the NS's motor *wailing* between 8000 rpm and the 10,500-rpm redline to make meaningful progress; when in doubt, downshift. Power drops off quickly past redline, but there's more power there than exists below 8000 rpm. Complicating matters is a huge gap between first and second gears, which makes tight corners doubly difficult. The solution is to come into the turn in second, with the throttle absolutely pegged, and feather the clutch all the way through.

Even fast corners demand the same sort of aggressiveness, but the NS rewards precision and concentration with great, blasting drives out of turns. Once the motor hits 8000 rpm, the bike fires ahead with a bottle-rocket intensity, which, combined with the fine handling, can have riders on larger motorcycles inventing fresh excuses for why they can't keep up with a "little 250." Let the revs drop for an instant, though, and the NS seems to halt in mid-flight.

Honda's NS is only slightly less demanding in day-to-day riding. This is a tiny motorcycle, and the seating position is cramped and the clip-on bars strain wrists and hands. True, the suspension works amazingly well for such a narrow-spectrum machine, providing a surprisingly comfortable ride, but the ergonomics all but guarantee you won't want to stay in the saddle long. Also, the shortage of low-end and midrange power makes inner-city riding a challenge. As on canyon roads, the NS has to be flogged hard to stay ahead of traffic.

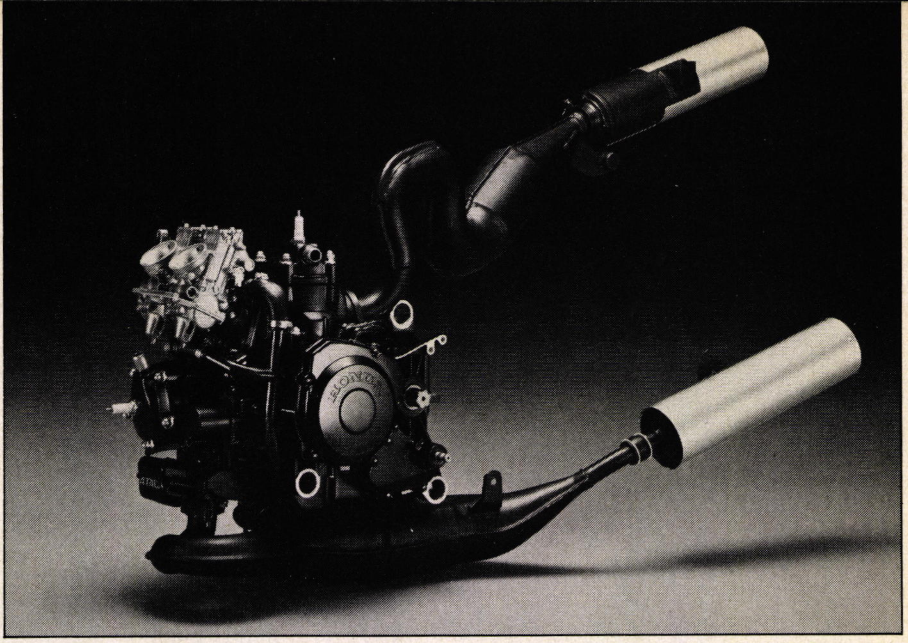
As you might have surmised, then, there's no compromising with this motorcycle; you ride it on its own terms, or you go slow—it's as simple as that. Not just anyone can climb on board the NS and immediately go fast.

In fact, you'll have a hard time climbing on an NS at all. It's a Japanese-only model, and American Honda has no intention of importing it to the U.S.A. And that's a shame, because although we can't say whether Honda's NS250R will win the war in Japan, we *can* guarantee one thing: It sure as hell could win some backroad battles here.

—*Charles Everitt*

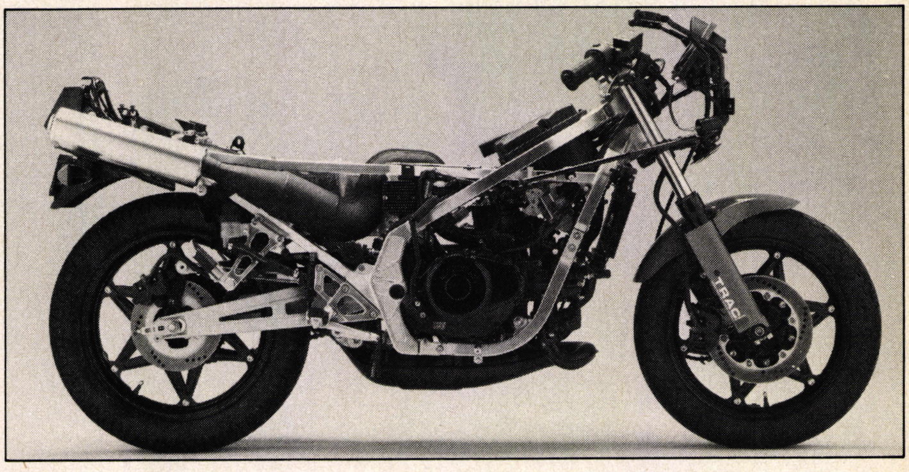
HONDA NS250R

Manufacturer:	Honda Motor Co. Ltd. 27-8, 6-chome Jingu-mae Shibuya-ku, 150 Japan
Category	street
Suggested retail price	¥539,000 ($2156)
Engine type	liquid-cooled two-stroke 90 degree vee-twin
Port arrangement	one reed-valve-controlled intake four main transfers, two booster transfers, one exhaust
Bore and stroke	56.0mm x 50.6mm
Displacement	249.3cc
Compression ratio (corrected)	7.0:1
Carburetion	two 28mm Keihin rectangular-slide/needle
Gearbox	6-speed
Front fork/wheel travel	Showa air-spring, 37mm stanchion tube diameter/4.4 in. (113mm)
Rear shock/wheel travel	single Showa shock, 8mm spring preload range within 13 ¼ turns of adjuster/4.7 in. (119mm)
Weight	339 lbs. (153.8kg)
Wheelbase	54.0 to 55.3 in. (1372 to 1404mm)
Seat height	30.5 in. (774mm)
Steering head angle	27.3 degrees from vertical
Front wheel trail	3.94 in. (100mm)
Best ¼-mile acceleration	13.091 sec., 101.58 mph (163 km/h)
Top speed (observed)	121 mph (195 km/h)
Stopping distance from 60 mph	135 ft. (41m)
Fuel consumption	27 to 38 mpg (11 to 16 km/*l*)
Available colors	white; silver



Liquid-cooled vee-twin two-stroke motor pumps out enough horsepower to humble RZ350s

And can punt the NS up to a mind-shredding top speed of 121 mph.



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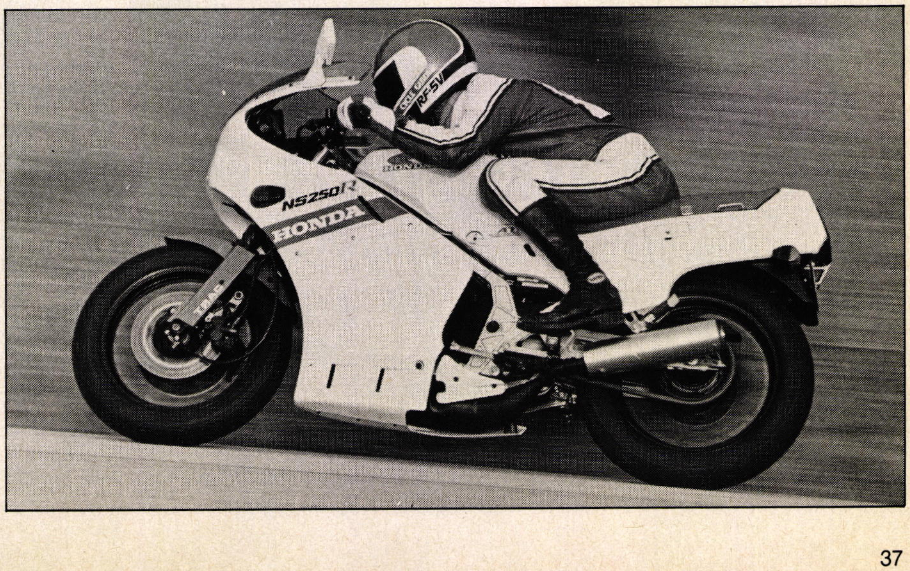

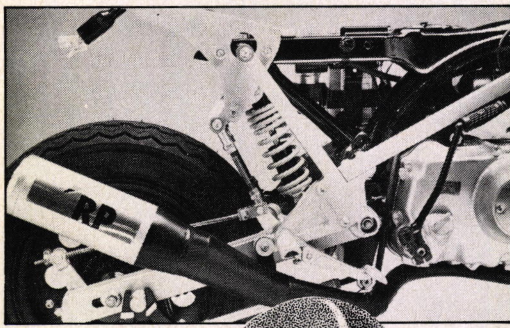

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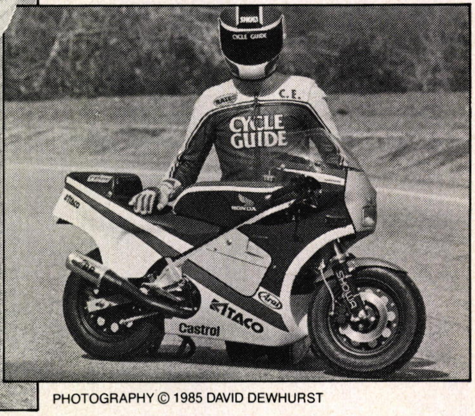

Don't snicker; the Replica Racer is a flinty-eyed, uncompromising machine, with an exotic single-shock suspension and an NS500's paint scheme. It's also based on a Z50. OK; *now* you can snicker.

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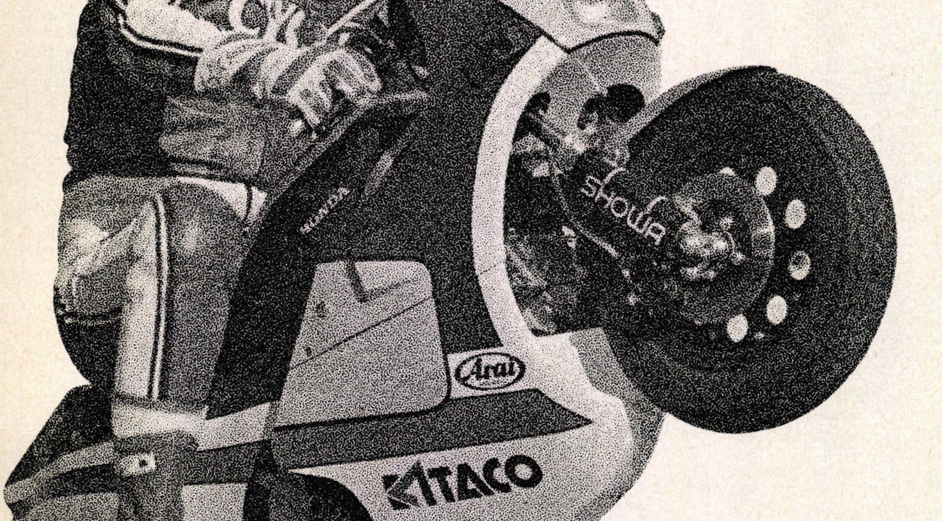

EASTERN Exotica

Kitaco Replica Racer

A true GP racing machine for the young—or the young at heart. BY JIM MILLER

Tuck in behind the fairing, head down, knees against the aluminum tank, feel the footpegs and clip-on handlebars buzzing furiously. Long sweeper coming up, don't back off, full throttle. Knee out, and around the corner onto the long straight, upshift as the power peaks and the bike dances across the rough tarmac, chassis straining against the speed. Top gear, WFO; just enough time to glance at the single instrument mounted behind the fairing bubble: 47 kph—top speed.

Forty-seven kilometers per hour? Twenty-eight miles per hour? *On a racebike?* Well, yes; er, sort of. The bike is Kitaco's Replica Racer, and from the sweep of its fiberglass fairing to the tip of its exhaust pipe, the Replica is a dead ringer for an NS500 Honda, scaled down to half size. It's even based on a Honda, though one with a history a bit more mundane than that of Freddie Spencer's mount. The Replica is built from a Honda Z50, and while little more than its 49cc motor and frame remain, the result looks like it just rolled out of a GP paddock.

But before you start sneering, hear this: The Replica doesn't just pretend to be a racebike; it *is* one, a full-blown, limited-production roadrace machine. And in transforming Honda's minibike into a race-ready weapon, Kitaco left almost no part untouched. For example, the company dumped the Z50's fork and twin-shock rear end in favor of hardware more befitting a racebike, including a linkage-actuated single-shock rear suspension and a new fork with 26mm-diameter stanchion tubes, along with a twin-piston-caliper front disc brake. Kitaco also gave the Z50's utilitarian three-speed transmission and automatic clutch the old heave-ho, replacing them with a four-speed unit and manual clutch. Plus, according to RSC Performance (P.O. Box 14664, Dept. CG, Atlanta, Georgia 30324), the bike's U.S. importer, Replicas shipped to this country will get some horsepower bite to go with the bike's visual bark, in the form of Kitaco's hop-up kit, which includes a bigger piston, a larger carburetor and manifold, and a five-speed transmission. Those pieces will—after a fashion—turn the asthmatic Z50 motor into an 88cc powerhouse.

That additional horsepower will be welcome, too, because the stock engine in our Replica Racer (an early production model) had barely enough power to float its own valves. Keeping this Lilliputian pavement-scratcher at full squeak means screwing the throttle to the stop and dancing on the shifter to adjust the speed. But even though the bike lacks the horsepower you might expect from a GP machine, it gives away *nothing* in terms of steering response; the Replica turns quickly enough to peel its Michelin decals right off the fairing. In fact, the Replica demands a GP-rider's knees-out cornering style, simply to keep the clip-ons from tangling with your knees.

Such cramped quarters are excusable, though, because the Replica Racer isn't intended for grown-ups; it's built for youngsters with a burning desire to race, but who'd rather eat worms than ride a dirtbike. And for those who'd prefer a different role model than Honda's world champion, Kitaco plans to offer the Replica in a variety of paint schemes, from Yamaha's yellow-and-black livery to Team Harley's black-and-orange. Moreover, besides making budding racers feel like professionals on the track, Kitaco's tiddler can offer the same kind of experience *off-track,* too. With a price tag of $2500, the Replica Racer presents one real-life situation all serious racers face sometime during their careers: finding a sponsor.

Finding someone to *race* with could be a problem, too, though it's one RSC Performance is working to solve. RSC is negotiating with various roadracing associations to set up a racing series, similar to those established for mini-motocross. But, whatever the venue, the Kitaco offers one thing those knobby-tired minis can't: The chance to feel like Freddie Spencer, even at 28 mph. •

KITACO REPLICA RACER

Importer: RSC Performance
P.O. Box 14664
Atlanta, Georgia 30324

Category	roadracing
Suggested retail price	$2500
Engine type	four-stroke horizontal single
Valve arrangement	single overhead camshaft
Bore and stroke	39.0mm x 41.4mm
Displacement	49.4cc
Compression ratio	8.8:1
Carburetion	11mm Keihin slide/needle
Gearbox	4-speed
Front fork/wheel travel	Showa, 26mm stanchion tube diameter/3.0 in. (75mm)
Rear shock/wheel travel	single Showa shock, 5-position adjustable spring preload/ 2.8 in. (70mm)
Weight	133 lbs. (60kg)
Wheelbase	39.6 to 40.6 in. (1005 to 1030mm)
Seat height	22.8 in. (580mm)
Warranty	none
Available color	red-white-and-blue

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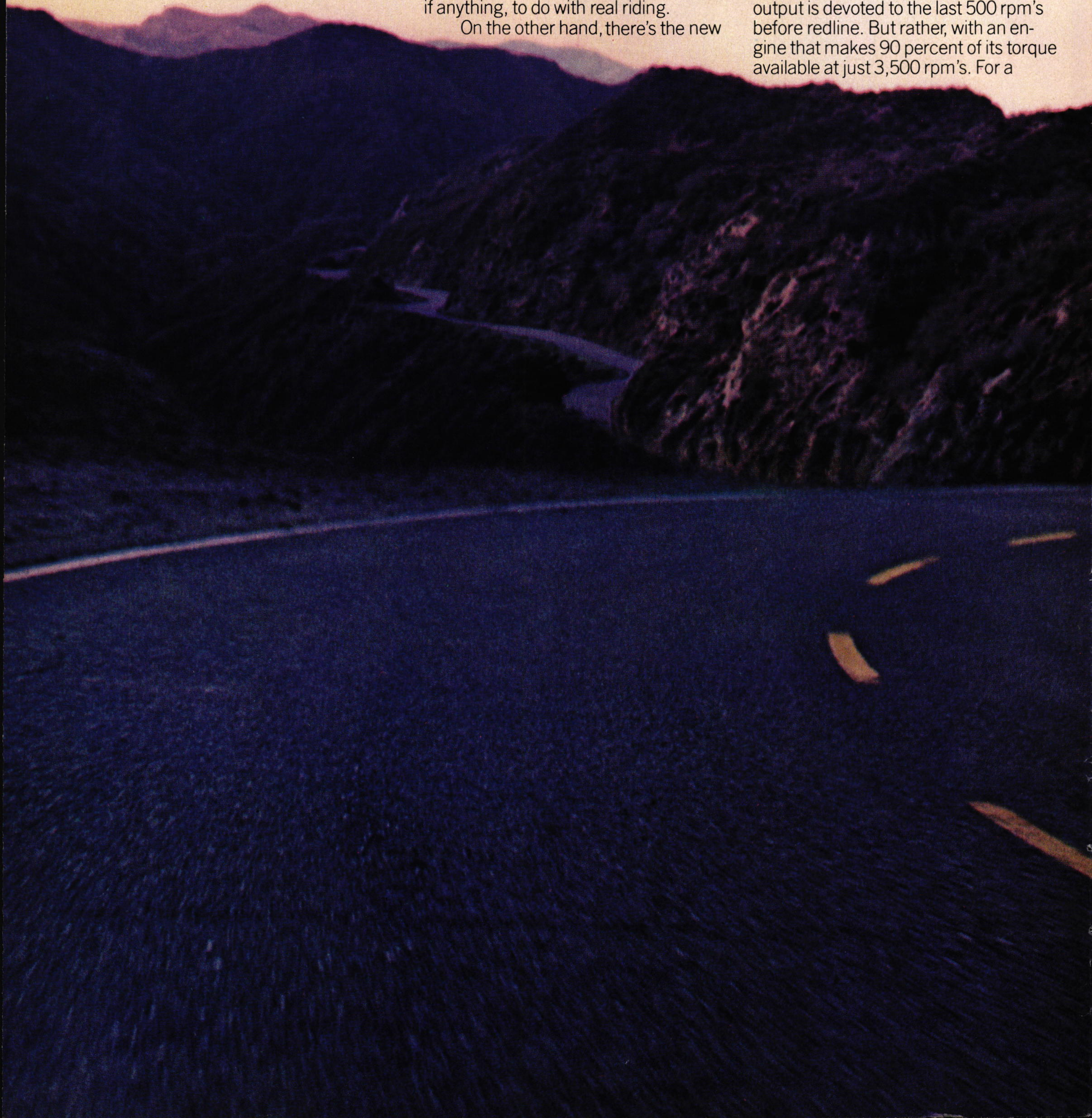
WORLD ISN'T FLAT, STRAIGH

Glance at the cover of nearly any motorcycle magazine these days, and you might get the impression that the entire world of motorcycling starts at some dragstrip's "Christmas tree" and ends just 1,320 feet away.

Stories abound of the latest Japanese heavy metal—those bikes one journalist aptly described as "missiles with headlights and horns"—standing poised to break the 10-second barrier and capable of top speeds three times the national speed limit. All of which may make for exciting reading, but has little, if anything, to do with real riding.

On the other hand, there's the new BMW K100. A high-performance motorcycle whose performance is not only ballistic, but also balletic.

A motorcycle that Cycle Guide predicts "is going to dust some very good Japanese literbikes in sport tours." Not, however, with an engine whose output is devoted to the last 500 rpm's before redline. But rather, with an engine that makes 90 percent of its torque available at just 3,500 rpm's. For a



CE BIKE THAT RECOGNIZES THE IT OR A QUARTER MILE LONG.

"seamless crescendo of power that is exhilarating, yet tractable" (Motorcyclist).

A motorcycle whose low center of gravity and diminutive weight make it "a bike that can be herded along a twisty ribbon of road in the company of the best high-performance Japanese iron without losing its stately composure" (Cycle World).

A motorcycle whose ergonomics—the fundamental bar, seat and peg relationship—feel just right.

So the BMW K100 is, as one reviewer put it, "perfect for hours of the kind of riding that would be tiring in minutes on most bikes."

And perhaps most important, a motorcycle that offers something often missing in the world of high-performance bikes: repeat performances. A promise supported by the simplicity of the K100's design, the sophistication of its electronic engine management system and BMW's warranty, which protects against defects in workmanship and materials for an unlimited number of miles and for three years.* In other words, three times longer than the warranty that accompanies most bikes.

Those who find the prospect of owning such a motorcycle appealing will no doubt find its $5,990** price all the more so. And wind down to the nearest BMW dealer for a test ride.

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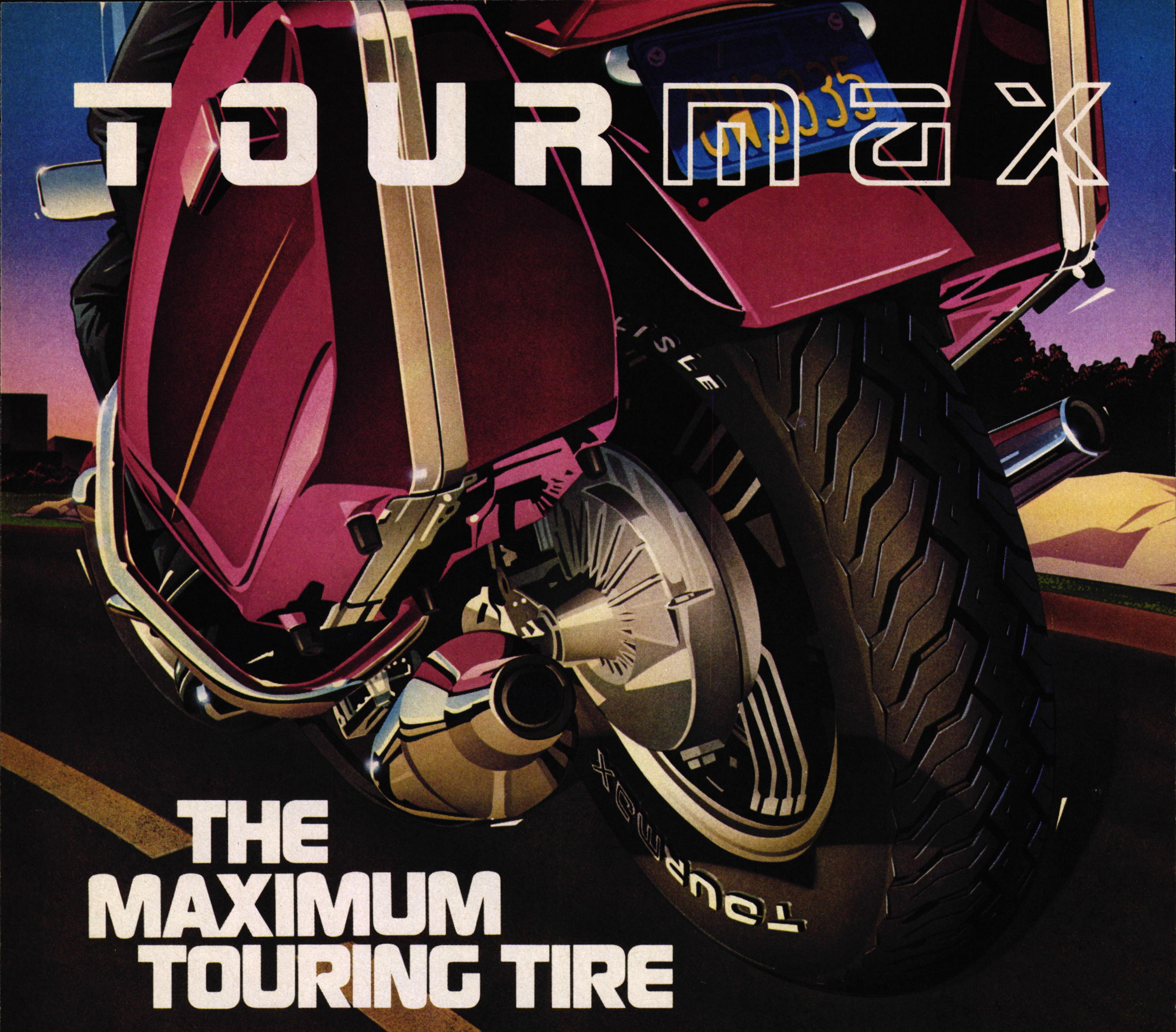
TOURmax



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GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

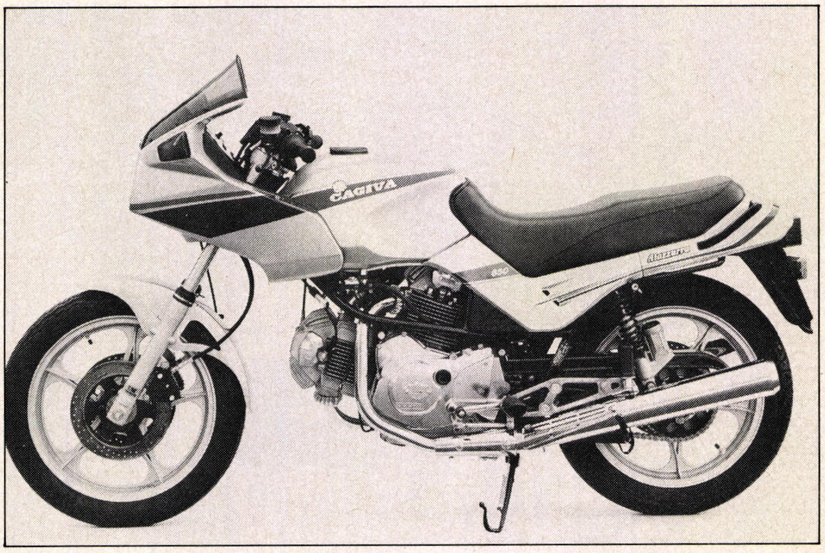
BY JOE KRESS

COMING SOON

- Custom-trimmed, limited-edition specials are a Motor Co. tradition, and Harley-Davidson now has two '85½ models to carry on that Milwaukee convention. The new FXRC Low Glide Custom is an FXRS-model variant, like the Disc Glide of '84, and the bike's powertrain fairly sparkles: Chrome plating graces its 12 engine and transmission covers. The FXRC's paint sets it apart from other H-Ds, too: This low-volume cruiser comes in candy orange, accented with root-beer-colored panels and pin striping. The sidecovers are color-matched, too, an FXR-series first. More H-D-style distinction comes from the saddle-tan seat, wire-spoke wheels and the close-fitting XR1000 front fender. And to help guarantee the FXRC's exclusivity, only 1075 of these customs have been scheduled for production, each one sequentially numbered.
- Harley's '85½ special-edition touring bikes will be even more limited in number; only 700 of those trimmed-out FLTs and FLHTs will be built. The custom touch on those bikes has been confined to the engine bay, though. Their Evolution vee-twin's rocker boxes, and the covers for the primary-drive, clutch, shifter, cam-gear and transmission all have been chrome-plated. The first shipments of those '85½ limited-edition H-Ds—both the FX- and FL-models—already have been released to the dealers.
- Cagiva North America has shipped a couple of new streetbikes to its dealers, too. The new offerings include the Alazzurra 350 and 650, and the company says the pair are just the beginning of a complete line of Italian-made street machinery destined for the United States. Both of those Cagiva streeters are Ducati powered, with the 650cc version rated at a claimed 57 horsepower and the 350 at 40 horsepower. Both bikes use their Ducati-made 90 degree vee-twin powerplants as integral parts of a tubular, ladder-type frame, too. Also, the Alazzurras feature restyled bodywork and a reconfigured riding position this year, two changes made in hopes of better suiting American tastes. As a final touch, the first 200 units in each displacement will have polished-aluminum engine cases. Later versions of the single-overhead-cam desmotwin will be finished in matte black.
- Yet another just-released Italian vee-twin comes from Moto Morini. The 350K2 is outfitted in classic Italobike style; from its Marzocchi suspension to its Brembo brakes and Dell'Orto carburetors, there's little doubt about this machine's origin. The 344cc silver-and-red streetster has some new features for '85, too. Included in the list of updates are a fairing and chin spoiler, steering damper and black-chrome exhaust. And supplying the 350K2 to the American market is the Herdan Corp. of Port Clinton, Pennsylvania, Moto

Limited edition FXRC offers Harley's paint-and-plate option

With a chrome-trimmed powertrain and candy-orange paint.



Alazzurra 650—one of the first of a new wave of Cagivas headed for the U.S.A.

This one has a Ducati vee-twin motor with a claimed 57 horsepower.

Continued

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M45 4.25/85V18 .. $79.25/PR
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MICHELIN TUBES .. 7.95/EA

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3.25H18 .... $28.95
3.50H18 .... 32.95
3.25H19 .... 32.95
3.50H19 .... 33.95
N762 RR-TL LIKE K112
5.10H16 .... $43.95
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4.25/85H18 .... 41.95
5.10H18 .... 43.95

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MT90-17 TL 59.95
MP90-18 TL 56.95
MM90-19 TL 49.95
K391S SPORT ELITE
130/90V16 RWL $69.75
100/90V19 RWL 61.25
K391S
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TWINS—TUBE TYPE
K112 MT90S16T $58.25
K112 4.50H17 .... 59.95
K112 4.00H18 .... 56.18
K112 4.25/85H18 .... 57.03
K112 120/90H18 .... 57.76
RB2 3.50H18 .... 45.25
RB2 3.25H19 .... 46.25
RB2 3.50H19 .... 48.25
K112 RB2
SUPERTWINS—TUBELESS
TK44 130/90V16 .... $67.50
TK44 130/90V17 .... 65.50
TK44 4.00V18 .... 61.50
TK44 130/90V18 .... 63.50
TK22 110/90V18 .... 54.50
TK22 3.25V19 .... 53.50
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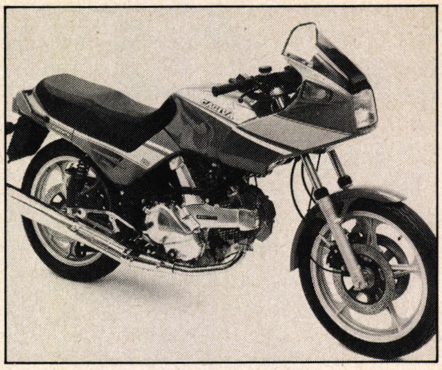
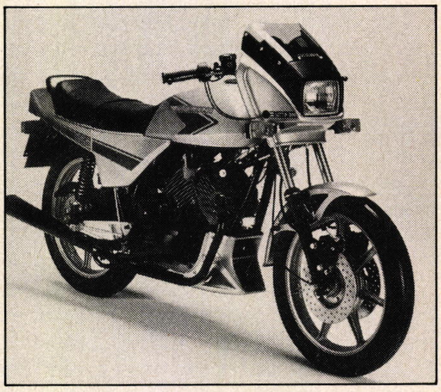


Cagiva's other Alazzurra, a 350cc version

Next to come will be a 1000.



A new option for the Moto Morini 350K2

Delivered here or at the factory.

Morini's only U.S. distributor. For more information on a buy/ride program for this bike, see "Hard Cash" in this issue.

- If the idea of a new Eurobike whets your riding appetite and makes you want to sample one of those machines on its home turf, check out Beach's Motorcycle Adventures for its 1985 schedule of European tours. This year, Beach is offering five 21-day tours, including a South African Safari aboard BMW R80G/S dual-purpose machines. Contact Beach's at 2763 West River Parkway, Dept. CG, Grand Island, New York 124072; (716) 733-4969.
- OK, maybe a European or African dream ride is out of the question. But one of the AMA/Dunlop Touring Elite Series events surely is within reason—and within distance. This season that road-riding series has 87 events on its calendar, including five "championship stature" rallies. Those big events are spread all across the country, too, with five of the six AMA national regions playing host. A complete '85 tour calendar listing all rallies, tours and grand tours is available from the AMA.

FEDERAL CASES

- Legislative coordinators, safety officials and riding groups in eight Midwestern states have joined in a campaign to make car drivers aware of motorcyclists. A recent AMA survey (Guide Lines, April '85) found the automobile driver to be the number-one road hazard for

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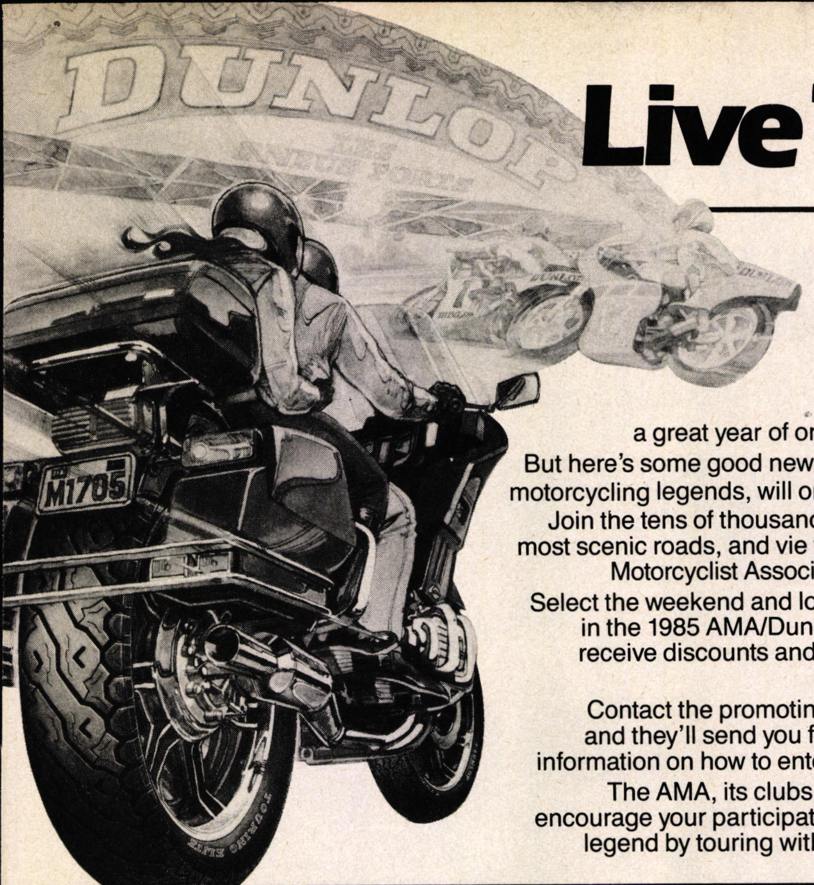

Live The Legend

Tour with the AMA and Dunlop in 1985.

If you weren't one of the thousands of dedicated road riders who came touring with us in 1984, you missed a great year of organized rallies and events that covered the entire country.

But here's some good news. We're doing it again in 1985. The AMA and Dunlop, two motorcycling legends, will once again sponsor the finest touring program in the world.

Join the tens of thousands of road riders who will meet new friends, tour America's most scenic roads, and vie for prizes at organized events sanctioned by the American Motorcyclist Association, the largest motorsport-sanctioning body in the world.

Select the weekend and locations convenient for you from the full calendar of events in the 1985 AMA/Dunlop Touring Elite® series printed below. AMA members will receive discounts and commemorative pins at AMA/Dunlop Touring Elite Series events, but you don't have to be an AMA member to enter.

Contact the promoting organization and they'll send you full details and information on how to enter their event.

The AMA, its clubs, and Dunlop encourage your participation. Live the legend by touring with us in 1985.

1985 AMA
DUNLOP
TOURING ELITE® SERIES

1985 National Road Riding Conventions

N.E. CONVENTION: May 14-18, 1985, Adirondack Aspencade, c/o Bill Dutcher, P.O. Box 2205, Glens Falls, NY 12801, 518-656-3696, LOC: Lake George, NY

S.E. CONVENTION: July 11-14, 1985, Virginia Motorcycle Association, c/o Donna Jones, 3118 Three Bridges Rd., Midlothian, VA 23113, 804-744-1740, LOC: Glen Maury Park, Buena Vista, VA

N. CENTRAL CONVENTION: June 20-23, 1985, Wisconsin Southern Lakes Riders, P.O. Box 583, Elkhorn, WI 53121, 414-723-3585, LOC: Walworth County Fairgrounds, Elkhorn, WI

S. CENTRAL CONVENTION: October 2-5, 1985, Aspencade-Hot Springs, c/o Til Thompson, P.O. Box 171044, San Diego, CA 92117-0970, 619-279-9490, LOC: Holiday Inn-Lake Hamilton, Hot Springs Nat'l Park, AR

WESTERN CONVENTION: August 31-Sept. 2, 1985, Road Rider Division of AMA D-36, c/o Fran Harris, 15866 Shannon Way, Nevada City, CA 95959, 916-272-4905, LOC: Napa Town & Country Fairgrounds, Napa, CA

1985 AMA Road Riding Nationals

National Championship Poker Run (NCPR) and Field Meet (NCFM), August 31-September 2, 1985, Polish Touring Team, c/o Allan Zwierzko, P.O. Box 370, Wyanet, IL 61379, 815-699-2692. LOC: Whiteside Co. Fairgrounds, Morrison, IL

National Championship Eastern Timed Road Run (ECTRR), August 25, 1985, Northwestern Ohio Motorcycle Assn., c/o Ray Butler, Rt. 8, RD 169, Defiance, OH 43512, (419) 393-2625. LOC: Travelers MC, Toledo, OH

1985 District Tour Schedule

Apr. 25-28, 1985, District 29: Southeastern Road Riding, c/o Richard Matthews, P.O. Box 98343, Atlanta, GA 30359

Apr. 27, 28, 1985, District 19: Bayou Bikers, c/o Lynn Glynn, 10 S. Belle Ct., Houma, LA 70360

May 16-19, 1985, District 10: Kentucky Travelers, c/o Ray Brittingham, RR 4, Box 224, Petersburg, IN 47567

May 16-19, 1985, District 43: Sunshine Riders, P.O. Box 66461, Birmingham, AL 35210

June 1, 1985, District 28: Blue Knights, P.O. Box 66383, Portland, OR 97266

June 1, 2, 1985, District 37: Pasadena MC, c/o Paul Orban, 21 E. Howard, Pasadena, CA 91104

June 7-9, 1985, District 11: Capital City MC, c/o Mary Hamilton, 9706 Borror Rd., Orient, OH 43146

June 14-16, 1985, District 21: Golden Eagles of Salina, c/o Don Bishop, 1111 W. Elm, Salina, KS 67401

June 15, 16, 1985, District 23: Midwest MC Riders, 17456 Vergus Ave., Jordan, MN 55353

June 20-23, 1985, District 16: Wisconsin Southern Lakes Riders Ass'n., P.O. Box 583, Elkhorn, WI 53121

June 22, 23, 1985, District 1: White Mountain Riders, Box 261, Berlin, NH 03570

June 22, 23, 1985, District 27: Valley Riders, P.O. Box 664, Mt Vernon, WA 98273

June 22, 23, 1985, District 36: North Valley Travelers, 1238 Gravel Plant Rd., Redding, CA 96002

June 25-29, 1985, District 25: Venture Touring Society, 1615 S. Eastern Ave., Las Vegas, NV 89104

June 28-30, 1985, District 22: Rambling Wheels MC, c/o JoAnn Layton, 1207 W. 10th, Cedar Falls, Iowa 50613

July 4-7, 1985, District 18: Golden Eagles MC, c/o Betty Woodson, Rt. 2, Box 229, New London, MO 63459

July 12-14, 1985, District 4: Hiawatha Road Riders, Inc., c/o Cycle of Fifth Avenue, Box 8, Fifth Avenue, Owego, NY 13827

July 11-14, 1985, District 13: Virginia Motorcycle Assn., c/o Donna Jones, 3118 Three Bridges Rd., Midlothian, VA 23113

July 18-21, 1985, District 32: Southeastern Road Riding, c/o Richard Matthews, P.O. Box 98343, Atlanta, GA 30353

July 19-21, 1985, District 14: Night Hawk Riders, P.O. Box 9225, Wyoming, MI 49509

July 20, 21, 1985, District 5: River Valley Riders, c/o Louis Rumbaugh, RD #1, Box 241, Kittanning, PA 16201

July 27, 28, 1985, District 24: Idaho MC, 720 9th Ave. N., Buhl, Idaho 83316

Aug. 8-11, 1985, District 7: Blue Ridge Road Riders, Inc., c/o Janine Woodward, 211 Deervalley Rd., Frederick, MD 21701

Aug. 10, 11, 1985, District 12: Yankee MC, c/o Martha Harris, RR 2, Box 20, Bryan, OH 43506

Aug. 16-18, 1985, District 41: Randolph MC, Box 245, Randolph AFB, TX 78148

Aug. 25, 1985, District 2: District #2 Club Council, 309 Stuyvesant Ave., Newark, NJ 07106

Aug. 23-25, 1985, District 20: Coasters MC, P.O. Box 691. Pinehurst, TX 77362

Aug. 31-Sept 1, 2, 1985, District 31: Wheels of Man, c/o Thomas Lenze, P.O. Box 14854, Phoenix, AZ 85063

Sept. 5-8, 1985, District 15: Southern Ind. Motorcyclist Assn., 2021 S. Vann Ave., Evansville, IN 47714

Sept. 12-15, 1985, District 17: Golden Wheels MC, P.O. Box 93, Princeton, IL 61356

Sept. 13-15, 1985, District 6: Blue Comets MC, c/o Don Plush, P.O. Box 234, Mensch Rd., Skippack, PA 19474

Oct. 18-20, 1985, District 8: Gold Coast 74, c/o Carol Kaiser, 1541 SW 34 Ave., Ft. Lauderdale, FL 33312

Nov. 1-3, 1985, District 9: Southeastern Road Riding, c/o Richard Matthews, P.O. Box 98343, Atlanta, GA 30359

1985 District Rally Schedule

March 1, 2, 3, 1985, District 9: Southeastern Road Riding, P.O. Box 98343, Atlanta, GA 30359

March 30, 31, 1985, District 8: Orange County Cruisers, c/o Sharon Long, 636 Maguire Rd., Winter Garden, FL 32787

May 31, June 1, 2, 1985, District 17: Bloomington-Normal MC, c/o Gary Blakney, 108 Grandview Dr., Normal, IL 61761

June 8, 9, 1985, District 6: Freedom Riders MC, c/o Jim Hehn, P.O. Box 148, 6th St., Red Hill, PA 18076

June 8, 9, 1985, District 12: Travelers MC, c/o Beulah Jaska, 4341 Collomorre, Toledo, OH 43615

June 14, 15, 16, 1985, District 22: AGWA-Cedar Valley Riders, 401 College, Reinbeck, Iowa 50669

June 28, 29, 30, 1985, District 15: Stoney Creek Riders, P.O. Box 727, Lapel, IN 46051

July 12, 13, 14, 1985, District 16: Marshfield T & T Riders, 51227 W. Mann Rd., Marshfield, WI 54449

July 13, 14, 1985, District 28: Columbia Gorge MC, P.O. Box 796, The Dalles, OR 97058

July 26, 27, 28, 1985, District 3: Roamers MC, 2129 Central Ave., Schenectady, NY 12304

July 27, 29, 1985, District 27: Vancouver Black Cats MC, 3312 E. 4th Plain Blvd., Vancouver, WA 98661

Aug. 2, 3, 4, 1985, District 21: Wheelsport MC, c/o Thomas Anderson, P.O. Box 831, Lawrence, KS 66044-0831

Aug. 3, 4, 1985, District 24: Roving Gamblers MC, P.O. Box 6251, Spokane, WA 99207

Aug. 2, 3, 4, 1985, District 10: Louisville MC, P.O. Box 36185, Louisville, KY 40233

Aug. 3, 4, 1985, District 14: Alpena Cycle Club, 7096 Spruce Rd., Box 149, Alpena, MI 49707

Aug. 3, 4, 1985, District 4: Conesus Lake Riders MC, Box 363, Dansville, NY 14437

Aug. 17, 18, 1985, District 18: Road Rangers Touring Club of MO., 605 South Elm, Vandalia, MO 63382

Aug. 23, 24, 25, 1985, District 1: U.S.T.R.A., c/o Dick Lacava, 126 Asselin, Chicopee, MA 01020

Aug. 24, 25, 1985, District 23: Northern Lites MC, Box 72, Brainerd, MN 56401

Aug. 31, Sept. 1, 2, 1985, District 36: Road Riding, Division D-36, c/o Fran Harris, 15866 Shannon Way, Nevada City, CA 95959

Sept. 14, 15, 1985, District 19: Gulf Coast Coyotes Motorcycle Assn., P.O. Box 5068, Keesler AFB, MS 39534

Sept. 19-22, 1985, District 29: Southestern Road Riding, c/o Richard Matthews, P.O. Box 98343, Atlanta, GA 30359

Oct. 4, 5, 6, 1985, District 43: Spirit of Alabama, P.O. Box 1846, Anniston, AL 36201

Oct. 11-14, 1985, District 13: Potomac Area Road Riders, P.O. Box 9006, Alexandria, VA 22304

Oct. 12, 1985, District 5: Silvermoon Riders MC, c/o Wyanda Miller, Box 748, Rt. 322 West, Clarion, PA 16214

Nov. 30, 1985, District 37: D #37 AMA, Inc. Road Div., 3550 Foothill Blvd., Glendale, CA 91214

"AMA Grand Tours enable you to learn more about your local riding area at your leisure. Non-AMA members can obtain a list of Grand Tour hosts by contacting AMA, Touring & Transportation Department, P.O. Box 6114, Westerville, OH 43081-6114 and requesting same. AMA members can refer to their AMERICAN MOTORCYCLIST."

Some thoughts on motorcycle lubrication from Robert H. Wehman, president and chief engineer of Spectro Oils of America and Intercontinental Lubricants Corp.

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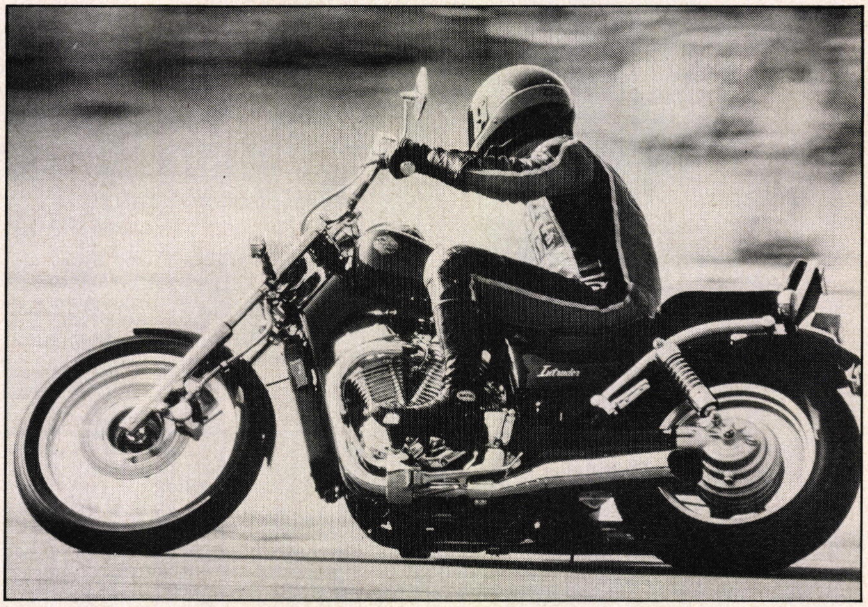
RIDE/REPORT:

Suzuki VS700GL Intruder and GV1400GD Cavalcade LX

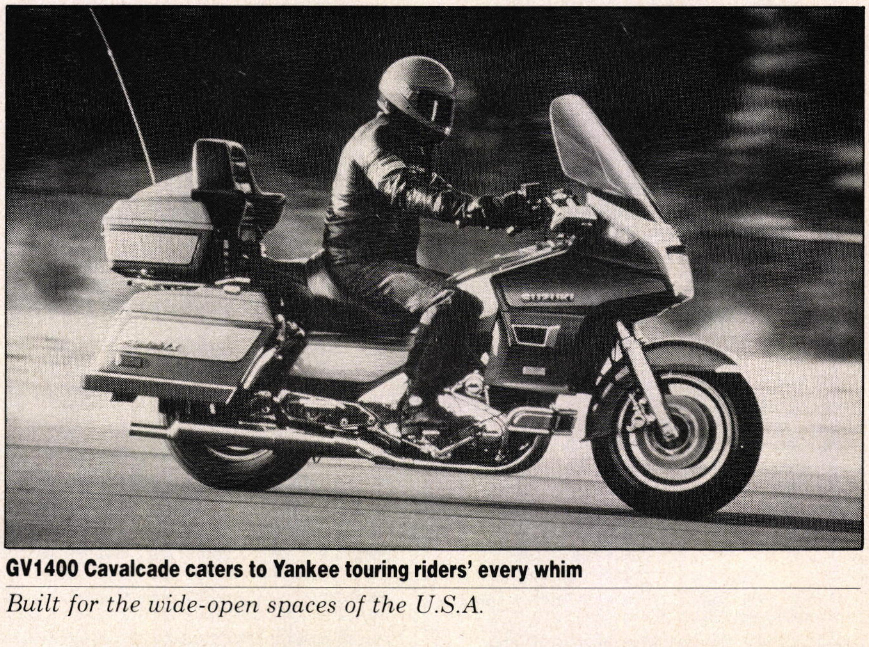
As American as apple pie and the Fourth of July.



Suzuki's Intruder has that undeniable flavor and flair that mark Milwaukee machines

But in looks, sounds and ride, it might just outdo Milwaukee's finest.

• Add two more names—Intruder and Cavalcade—to the growing list of distinctly American motorcycles. As mentioned last month in Guide Lines, those two bikes were designed specifically for the U.S.A., and they mark Suzuki's entry into two markets the other Japanese manufacturers have had to themselves: The Cavalcade breaks new ground for Suzuki in the turn-key touring bike category, while the Intruder is the company's first vee-twin custom street cruiser.



PHOTOGRAPHY © 1985 AKIRA TAKAHASHI

GV1400 Cavalcade caters to Yankee touring riders' every whim

Built for the wide-open spaces of the U.S.A.

And at a glance, the Intruder looks familiar; so much so, in fact, that you might sneak a second peek to see if the words "Harley-Davidson" are emblazoned on the teardrop gas tank. Plus, the Intruder's H-D-appearance is just a hint of things to come. Once the 699cc 45 degree veetwin engine is fired up, the bike even *sounds* like a Harley, and, yes, the vibration is reminiscent of an H-D, too, thanks to the cylinder firing phase Suzuki incorporated into its liquid-cooled engine.

But the similarities between the two bikes don't end there. The Intruder's ergonomics obviously favor the Milwaukee style of doing things. Additionally, Suzuki will offer two different handlebars for the Intruder: pullbacks, and a flat drag-style handlebar. Each offers a completely different riding position, too, with the pullbacks affording a more traditional laid-back riding position that invites a leisurely ride down any boulevard or highway in America. And if you don't feel inclined to shift the five-speed gearbox, that's OK; the Intruder's engine produces its peak horsepower (59 horsepower, claimed) and torque (6.6 kg/ft.) at a modest 5500 rpm, so you can stick the transmission in top gear and let the engine chuff along anywhere from just above idle to the 6500-rpm redline.

Nor does the Cavalcade's engine require much shifting. With 1360cc at your beck and call, you can just twist the throttle in any gear at almost any rpm, and the big touring rig (730 pounds claimed for the standard GT model, 754 pounds for the LX) effortlessly moves up to cruising speed. There's also a computerized cruise control to keep you at your chosen speed, so your right hand can perform other duties, such as changing the cassette tape in the gas tank-mounted stereo.

On the LX, a computer also helps the bike maintain a predetermined ride height, by way of an air compressor. Such computerized gadgetry has become *de rigueur* for long-haul artists, and illustrates Suzuki's seriousness in building a touring rig to challenge the best in the class, such as Honda's Gold Wing Limited Edition and Yamaha's Venture Royale. Another example of Suzuki's commitment to touring purists is the bike's wind-tunnel-tested fairing, which allows little buffeting on the rider's and passenger's backs.

It's such attention to details that should make Suzuki's entry into two of America's most competitive motorcycle markets successful. Rather than rush headlong into the battle, Suzuki has taken the time to tailor its hardware for the marketplace, with the payoff being two very American motorcycles. In this case, being last could mean having the final word in what an American motorcycle really needs to be.

—*Dain Gingerelli*

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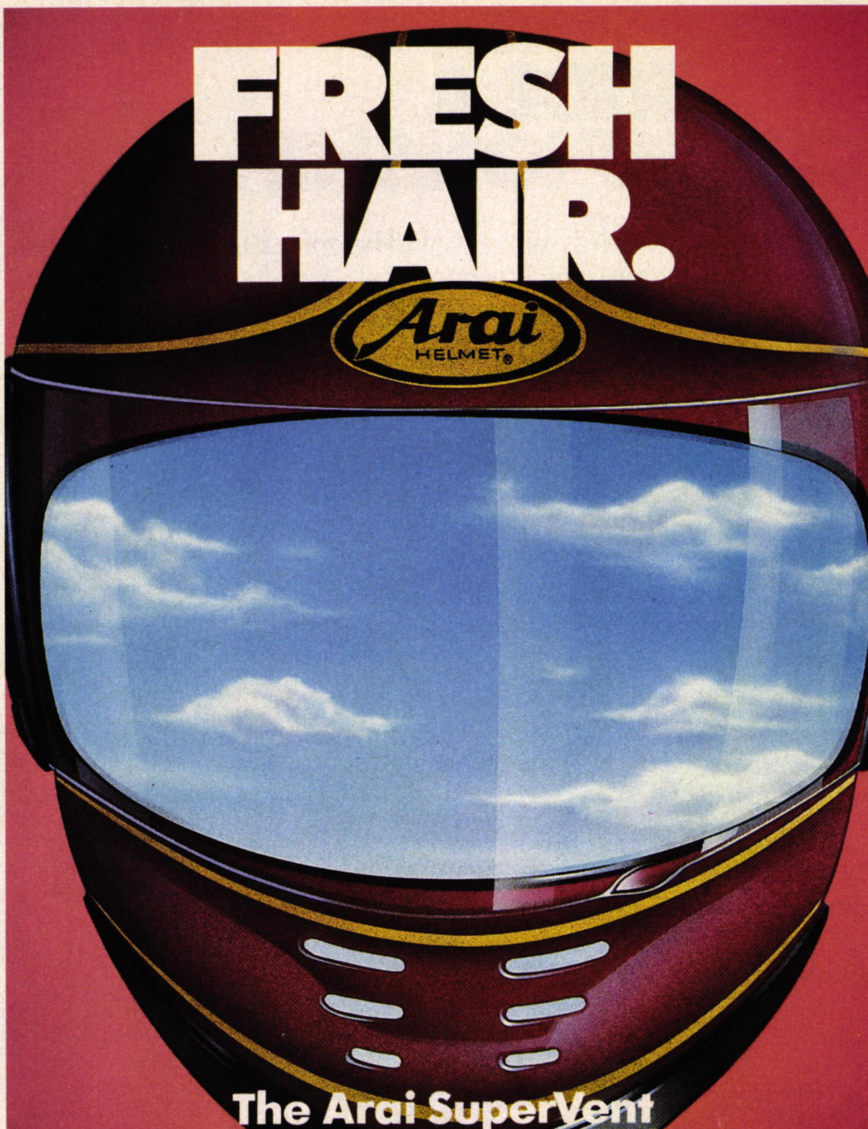


FRESH HAIR.

The Arai SuperVent Fully-Vented Street Helmet.

The Arai SuperVent was created when an idea popped into our heads to solve a problem that pops up on your head: heat and sweat.

So we designed a helmet with a unique ventilation system that channels cooling air throughout the *entire* helmet. Up into your face. And all through your hair.

We developed a special liner fabric that actually draws the moisture away from your head and into the airflow, keeping you cool and *dry.*

To adjust or shut off the airflow when you like, there's a one-finger chinbar louver control that's so easy you can do it with gloves on.

Then we wrapped everything in our fiberglass shell that's so light on your head you'll hardly believe that it's also tough enough to meet or exceed both D.O.T. and new Snell 85 standards.

And for variety, there are 14 different colors and combinations, including replicas of the Arai helmets worn by Freddie Spencer, Wes Cooley and Mike Baldwin.

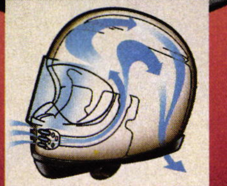
All of which means you won't only look cool when you're wearing your Arai SuperVent.

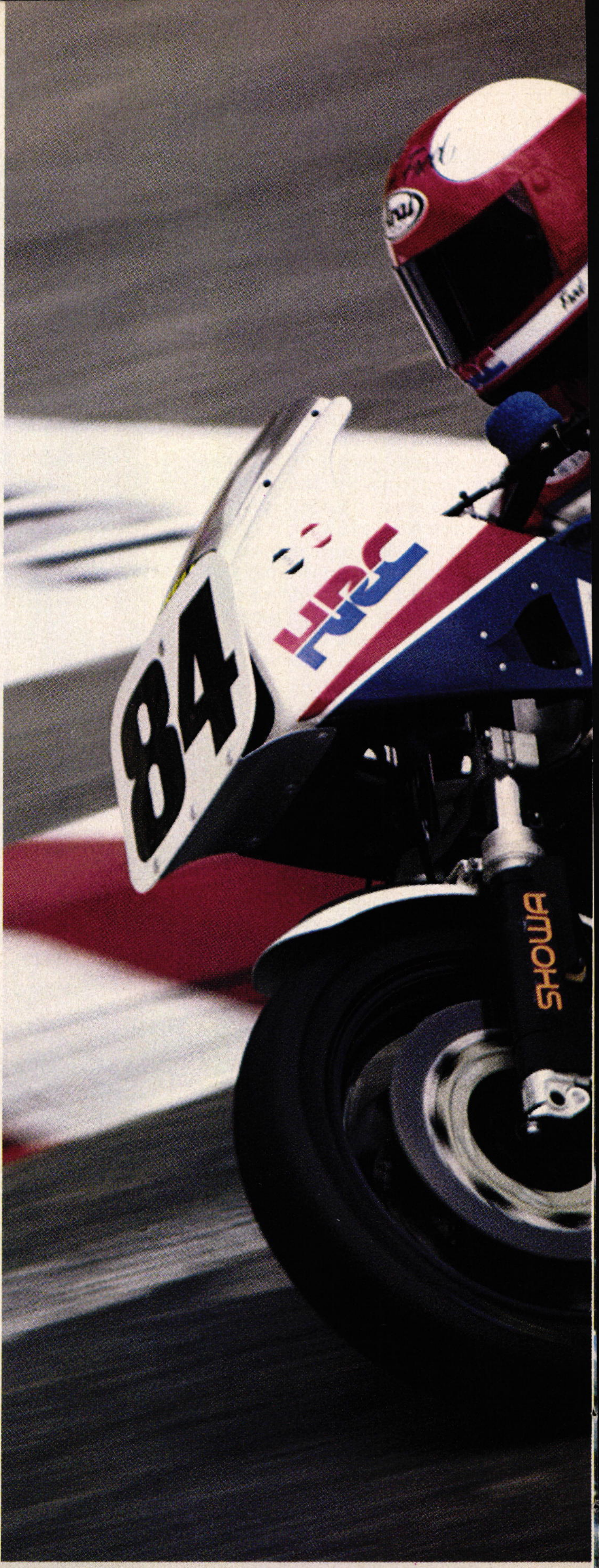
You'll look cool when you take it off.

Head And Visor Above The Rest.

Arai HELMET

A decal/literature pack illustrating the full line of open-face, full-face and MX helmets is available by sending $1.00 in cash or stamps to: Ampersand International, Arai Helmet, Ltd., Dept. CG, P.O. Box 421, Tenafly, NJ 07670.





RIDE A CHAMPIONSHIP.

He starts wheel-to-wheel with the competition. But, with a few quick moves and a handful of throttle, his Interceptor™-based Superbike is suddenly ahead of the pack.

He tucks himself behind the aerodynamic fairing and becomes part of the incredibly efficient road-hungry machine. Suspension, frame, brakes, tires and rider work in perfect harmony.

Every twist and turn of the pavement seems to straighten effortlessly.

Every twist of the throttle brings lightning-quick acceleration from the powerful liquid-cooled V-4.

Now he's alone. Just man and machine and the racecourse gliding relentlessly beneath him. Lap after lap. Race after race. No one can catch him.

It's a feeling of total confidence. It's a feeling you can get only on an Interceptor. And it's a feeling you can get for only $3,498.[*]

See the 1985 Interceptor at your Honda dealer. And ride a championship.

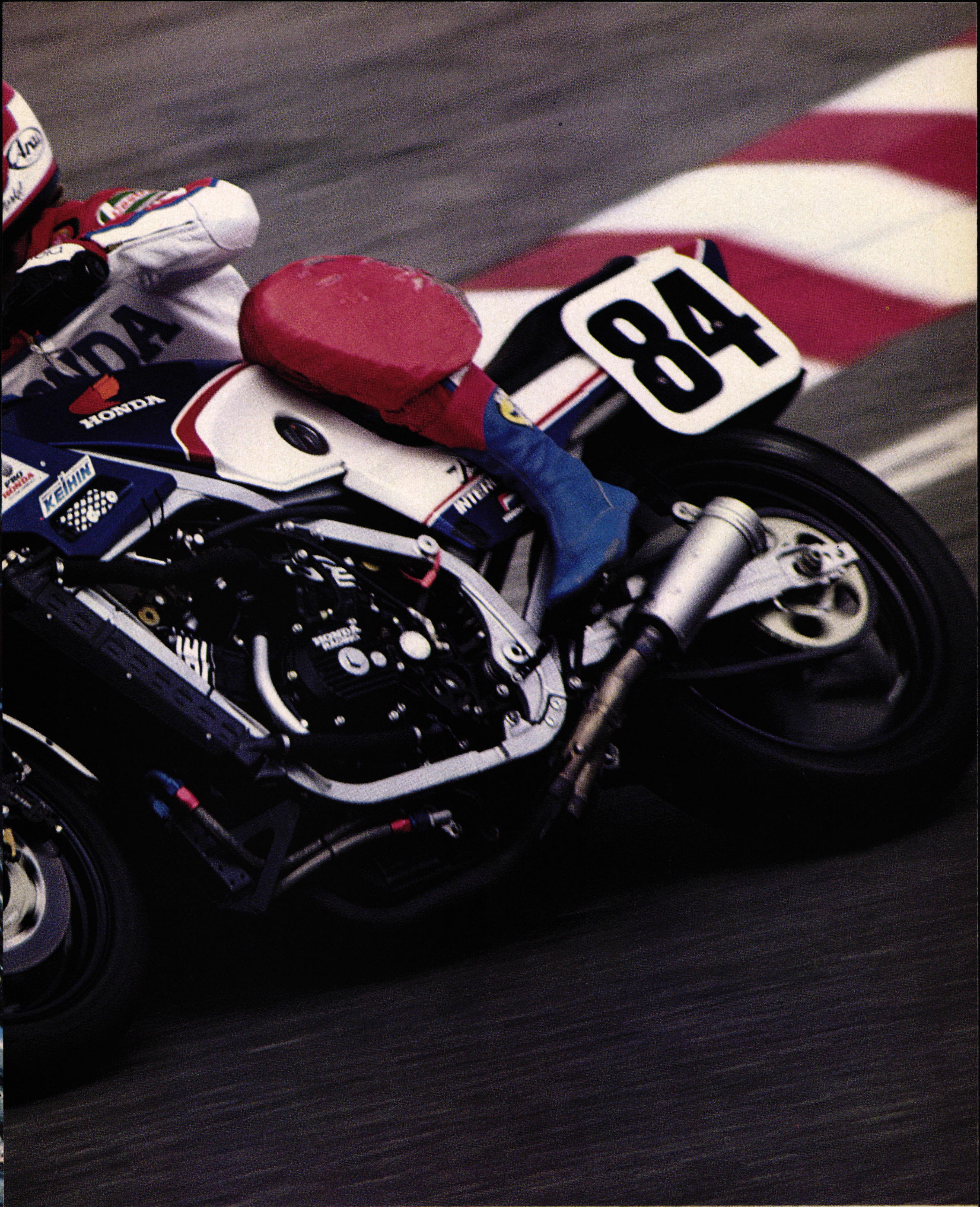
HONDA
INTERCEPTOR
V-FOUR

Now, you can ride the 1985 Interceptor, with a liquid-cooled 699cc DOHC 90° V-4 that develops an incredible 81[†] horsepower. A race-designed rectangular-section frame. Air-adjustable Pro-Link™ rear suspension with adjustable damping. Triple-disc brakes and Honda's exclusive Torque Reactive Anti-dive Control (TRAC™). It's armed with more championship-technology than any other production machine.

The 700 Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. Rearview mirrors are standard equipment. †SAE net taken at the crankshaft. *Manufacturer's suggested retail price. ©1985 American Honda Motor Co., Inc. (5/85) For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 089, P.O. Box 7055, No. Hollywood, CA 91609-7055.

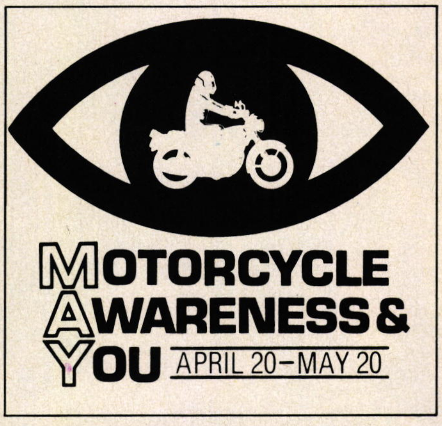
HONDA MOTORCYCLES
FOLLOW THE LEADER

RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed.



and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

two-wheelers, and riders in Iowa, Nebraska, Missouri, Kansas, Minnesota, Wisconsin, Illinois and Colorado want to change that situation. The safety awareness promotions are scheduled to run throughout the month of May, with the program coordinated under the region-wide title MAY, standing for Motorcycle Awareness and You. Project officials hope this target program will be the beginning of a similar nationwide awareness campaign. The Motorcycle Safety Foundation (P.O. Box 5044, Costa Mesa, California 92628) is acting as the information center for any other interested state groups.



Midwestern car drivers will get a reminder

That they're not alone on the roads.

- ABATE of North Dakota, meanwhile, has begun work on a related project. That organization is seeking help to amend the Dakota Manual on Uniform Traffic Control Devices. ABATE wants the state's traffic-control devices to include road signs for and about motorcyclists. In addition to new signs that would prompt drivers to be more aware of motorcycles, ABATE also is compiling a list of road signs aimed at motorcyclists themselves, including signs warning riders of bridge grates, grooved road surfaces and other road hazards. The organization is looking for more suggestions, and ideas should be sent to ABATE of North Dakota, P.O. Box 383, Bismark, North Dakota 58502.
- According to a report from the Citizen's Coalition for Rational Traffic Laws (CCRTL), riders in Virginia and Connecticut would be well advised to keep their speed down when they spot a new Camaro or Mustang. There's a chance that sporty musclecar will be driven by a cop. The Virginia State Police has taken to using unmarked Camaros for patrol work, with Connecticut troopers opting for Mustangs.
- And more CCRTL information concerning Connecticut outlines that state's new position on radar detectors. In what CCRTL has called a "thinly diguised attempt to prevent access to the court," Connecticut has dropped its $100 fine for radar-detector use. The new $35 fine is called a "use tax." More information on the radar-detector issue, not only in Connecticut but nationwide, can be had by contacting the Radio Association Defending Airwave Rights (RADAR) at 494 South 25 A, Tipp City, Ohio 45371.

Continued

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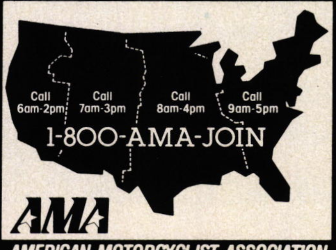

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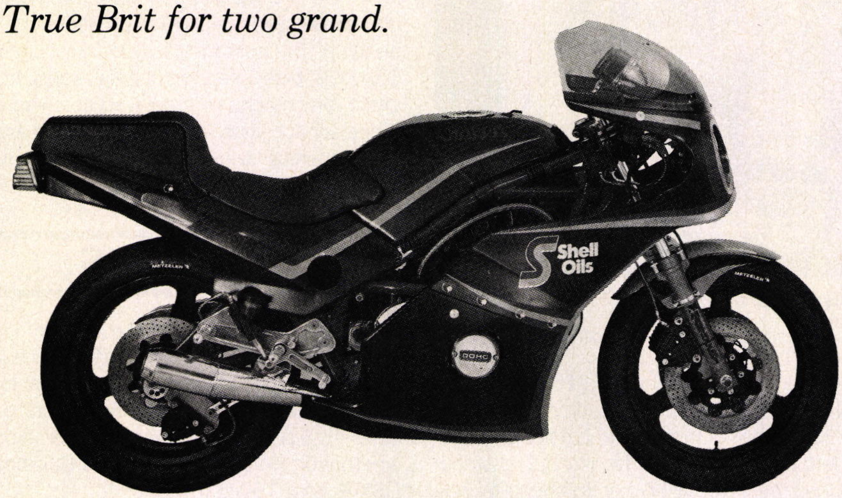
AMERICAN MOTORCYCLIST ASSOCIATION
IN OHIO (TOLL CALL): 614-891-2425

SPECIALTY FILE:

Harris Performance Products Magnum 2

True Brit for two grand.



• An affordable exotic might seem like a contradiction in terms, but it's a near-perfect description where Harris Performance Products' Magnum 2 is concerned. The Magnum has proof of pedigree, too, a rarity in its elite class. Because unlike the wares of other European specialty chassis builders, HPP's Magnum doesn't just *pretend* to be a racebike for the street; it *is* a racebike for the street. The frame and bodywork are the same designs HPP raced in the World Endurance Series.

That's an exotic beginning for any streetbike, but for the Magnum it's a solid one, as well. Harris Performance Products has been building race frames since the early '70s, and a list of HPP's clients reads like a who's who of motorcycle roadracing: World champions Barry Sheene and Phil Read, along with Mick Grant, Jon Ekerold and Manfred Herweh have fielded the English-built specials, and for 1985, Suzuki's 500cc Grand Prix team bikes will run Harris frames. That alone should be enough to recommend the Magnum.

And if you need more convincing, consider the price: Less than $2000 buys the basic Magnum 2 kit. That includes the frame and swingarm, a horizontally mounted White Power rear shock, an aluminum-alloy fuel tank with aircraft-type quick-fill, an endurance-racing fairing with twin Cibie headlights and a solo-seat/tail section, plus all the necessary hardware to adapt an existing machine's engine, wheels, brakes, fork and electrics. The frame is built from Reynolds 531 and T45 tubing, and features eccentric-cam adjusters for the rear axle and a claimed 5 inches of rear-suspension travel. The fiberglass body parts come unpainted, but HPP will supply the alloy pieces either with a polished finish or anodized in the color of your choice. Magnum 2 kits are available for Honda CB750/900/1100cc engines, Kawasaki KZ900/1000 and GPz750/1100 engines, and Suzuki GS750/1000/1100 motors. There's even a kit for Laverda's 180-degree-crank triples.

But those budget-conscious Magnum kits can be just a beginning. HPP also offers a complete Magnum 2 rolling chassis for any of those powerplants, for less than $3500. That kit adds Dymag wheels, Brembo brakes and a Marzocchi fork to the basic package, and if those parts don't happen to suit you, HPP can custom-fit your choice of wheels, brakes or suspension systems. That's what really sets HPP apart from other chassis-makers: With the Magnum, a builder can tailor his machine into a personalized, one-of-a-kind exotic—affordably.

Affordability doesn't count for much, though, unless it's accompanied by availability. That's where Bob Buchsbaum comes in; he's a Harris Performance Products devotee who wants to spread the HPP gospel—and make the Magnum 2 readily available. Although Buchsbaum isn't an importer, he is the company's U.S. sales representative. As such, he's prepared to assist American buyers in purchasing Harris machines directly from the Hertford, England, factory. Interested riders can contact Buchsbaum at Harris Performance, 1813 Pine St., Dept. CG, Philadelphia, Pennsylvania 19103; (215) 985-9240. Let a Magnum make your day.

—Joe Kress

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As part of an advertising test, *Dunlap Boat Mfg.* will send any of the above size boats to anyone who reads and responds to this test before the next 30 days. Each Boat Lot No. (Z-26 PVC) is constructed of tough high density fabric (resistant to abrasions, sunlight, salt & oil), electronically welded embossed seams, nylon safety line grommeted all around, heavy duty oar locks, 3 separate air chambers for extra safety (4 air chambers in 4-man), self-locking safety valves, bow lifting & towing handle and are recommended for marine, ocean and fresh water recreation, camping, fishing or a family fun boat. Each boat will be accompanied with a **LIFETIME** guarantee that it must perform 100% or it will be replaced free. Add $7 handling & crating for each boat requested, *Dunlap Boat Mfg.* pays all shipping. If your order is received within the next ten days you will receive FREE a combined hand/foot inflator/deflator bellows style pump for each boat requested. Should you wish to return your boat you may do so for a full refund. Any letter postmarked after 30 days will be returned. LIMIT three (3) boats per address, no exceptions. Send appropriate sum together with your name and address to: Boat Dept. #873, *Dunlap Boat Mfg.*, 2940 W. Pico Blvd., Los Angeles, CA 90006, or for fastest service from any part of the country call 1-800-824-9988 for Boat Dept. #873 (Calif. residents call collect 213 735-9363), before midnight seven days a week. Have credit card ready.

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HARD CASH

- Kawasaki's 900 Ninja is fast enough in its own right, but it's also turned into that company's fastest-selling two-wheeler. Since the Ninja's introduction last year, worldwide sales of that liquid-cooled, 16-valve sport machine have totaled more than 14,000 units. Of that number, the Ninjas for the U.S. market all were assembled at Kawasaki's Lincoln, Nebraska, plant.
- Workers at Lincoln built far more than just Ninjas last year, though. Year-end production numbers for that plant put motorcycle totals at 25,000 units. Other two-wheelers built at Lincoln include 750 Turbos, GPz750s, Voyagers, Eliminators and 1100 LTDs. Kawasaki/Lincoln builds Jet Skis, too, with that total pegged at 18,000 for the year. The fastest movers off Kawasaki's U.S. assembly lines, however, are the three- and four-wheelers. During 1984, more than 37,000 of those ATVs were built at Lincoln.
- Honda has scaled back its total production by 4 percent compared to the figures posted for 1983. According to a company accounting report, motorcycles now make up 20 percent of Honda's total export sales. Domestic sales for two-wheelers are slightly better; in Japan, motorcycles contribute 25 percent to the company's sales total.
- Harley-Davidson, on the other hand, reports sales of its police bikes are up more than 300 percent. Company spokesmen attribute the jump to "product improvement and an aggressive sales posture," not to mention the California Highway Patrol. For the second year in a row, Harley-Davidson was awarded the CHP's motorcycle contract. That law enforcement agency recently ordered 161 '85-model FXRPs, and as a result H-D motorcycles make up 90 percent of that two-wheel fleet.

LIFORNI HIGHWAY PATRO

Harley police bikes are back in force

And this has become a familiar sight.

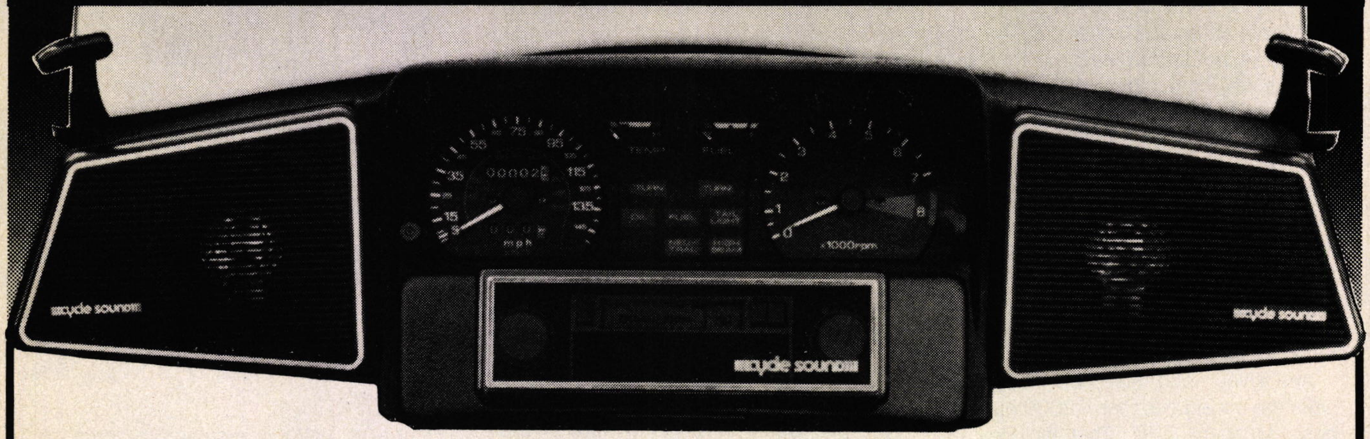
- Herdan Corp., Moto Morini's U.S. distributor, has organized a 17-day European tour as a sales incentive to U.S. riders. The $4500 trip price includes the choice of either a 1985-model 501 Camel dual-purpose bike or a 350K2 sport machine—to be picked up at the factory—plus all air fares, shipping fees, food, lodging and tools. The retail price for those bikes in the U.S.A. is $2996 for the 501 Camel and $3095 for the 350K2. For more information on the tour/buy program, contact Herdan Corp., Route 16, Port Clinton, Pennsylvania 19549; (215) 562-3155.
- Vance & Hines is branching out, now offering franchises for Vance & Hines High Performance Centers. To date, seven new locations have been established, all in Southern California, and an additional 20 applications are still pending. The cost for a V & H franchise runs $50,000, plus 5 percent of gross sales. In addition, any mechanic employed at a Vance & Hines service shop must first complete a four-week training school supervised by Byron Hines himself.

RUMORS

- Suzuki's GSX-R750 could be just the beginning in a series of cutting-edge sportbikes from that firm; that's the word from our Japanese sources, anyway. It seems corporate debate at Suzuki doesn't just center around whether or not to scale down the U.S.-bound GSX-R from 750cc to 700cc to skirt the ITC tariff. Apparently Suzuki also is considering *upscaling* the design; we're told a 980cc GSX-R is a real possibility, and that's something the company engineers say could easily be done. Our man on the inside says Suzuki

Continued

Seeing Is Believing



A totally new Cycle Sound is now available for the '84-85 Honda Interstate. This system comes complete with your choice of two high performance Audia® Hybrid stereo cassette radios, two polypropylene weatherproof 5" dual cone speakers, distinctive designer grills, rear mount antenna, mounting assembly, line filter and radio cover. Finished in striking gold trim.

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For years Kiwi has provided you with the quality, styling and craftsmanship that is pure Swiss.

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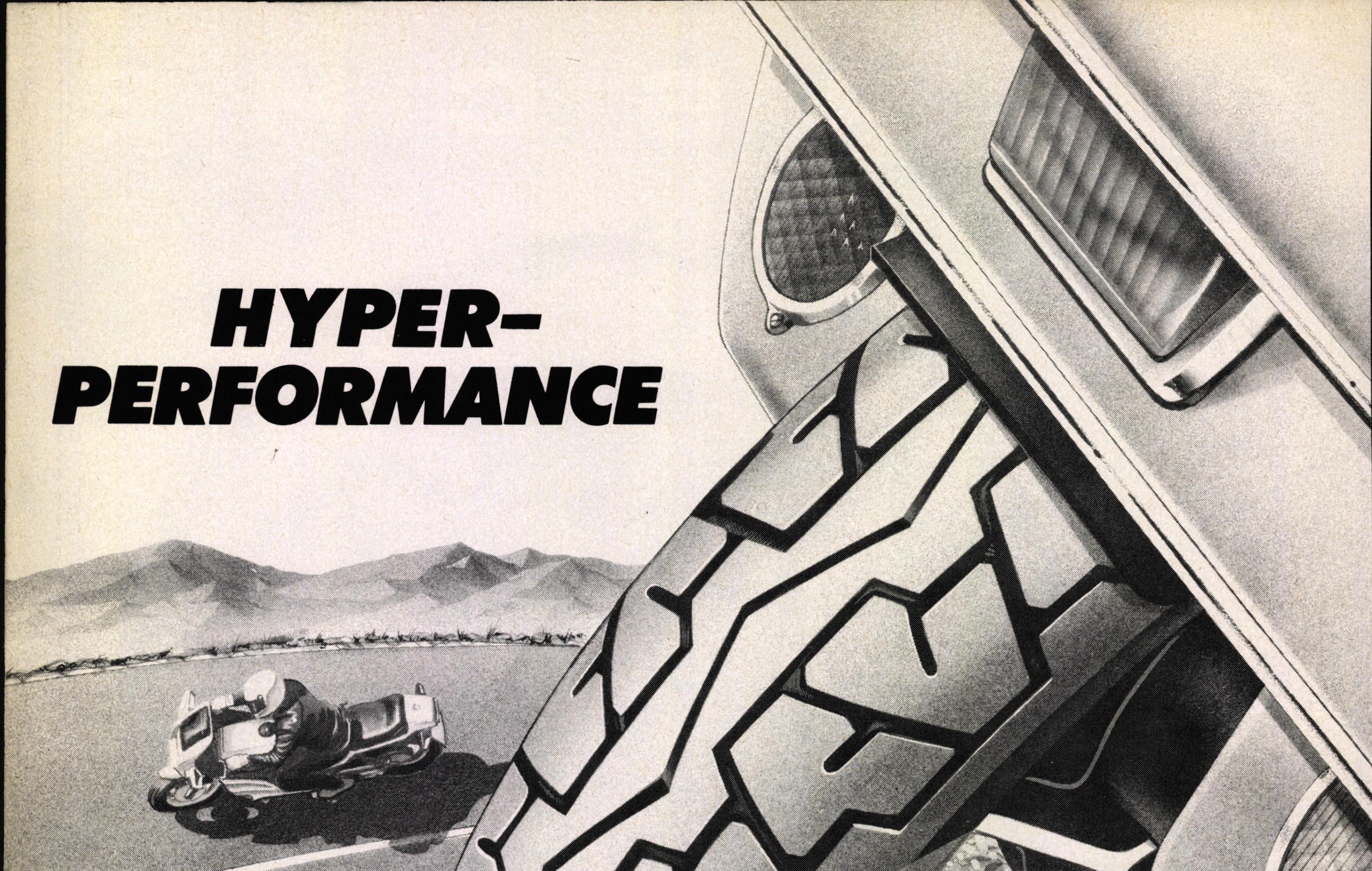

HYPER-PERFORMANCE

Today's superbike riders require performance tires that respond under a multitude of exhilarating demands. Acceleration. Braking. And eliminating the "S" out of curves.

IRC introduces the Durotour VS-17 series–the most innovative tire specifically designed for the hard-charging sport rider. V-Rated up to 150 mph, the VS-17 is a top-of-the-line low-profile tire that handles with scalpel-like precision.

IRC's newly developed high-grip compound and computerized tread pattern design provide superior performance for that added confidence in those excruciating situations.

Durotour VS-17 . . . Hyper-performance at an affordable price! IRC also offers a complete line of other performance tires including the high mileage HS-210.

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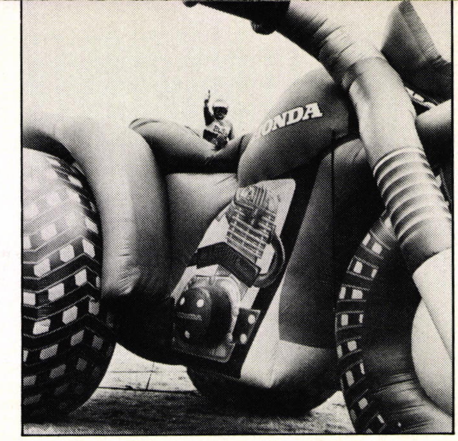
isn't just looking at bigger versions, though. It's looking downsize, as well, to maybe a GSX-R400 or 500; those are two displacement figures that keep coming up in conversations with Suzuki. Stay tuned.

- And keep an eye out for some variations on Suzuki's Intruder, too. While the company's new 699cc vee-twin definitely is on target for the American market, (see Ride/Report, page 46) we're told Suzuki wants to make *really* sure it has all the bases covered in the cruiser field. And that means more Intruders, both bigger and smaller. A scaled-down 500cc model would be for the shorter-inseam crowd, and a pumped-up 1000cc variant should be just the ticket for riders who might feel cramped on a 700. But there's more. Suzuki's vee-twin has the best-camouflaged liquid-cooling system yet among Japanese bikes, but the new Intruders could make the 700's radiator look as big as the one on the old two-stroke GT750 Water Buffalo. The two new vee-twins, we've heard, will have GSX-R-style oil systems, using small oil coolers.
- Not all of Suzuki's new hardware is intended for export, though. In Japan, the 250cc streetbike class is red-hot, and Suzuki could be dealing itself in for a piece of that action, too. The GF250 is rumored to have a 13,000-rpm inline-four with a TSCC head and GSX-R-style oil system, bolted into a rectangular-tube frame with 16-inch wheels and full-on racebike-style bodywork. But don't get your hopes up too high; this one is for the domestic market only.
- Speaking of new quarter-liter street screamers for Japanese eyes only, we've heard Honda has a new one ready, too. The CBR250F is a parallel twin that kicks out a claimed 43 horsepower. This bike is a revver, too; those 43 horses show up at the 14,500-rpm mark. The engine employs a radial-four-valve design, basically a doubled-up version of the CBX125, a single-cylinder machine available only in Japan. We've also heard the new bike uses twin intake and exhaust ports for each cylinder and, at a glance, looks like a miniature transverse four. From the sounds of it, the CBR250F also includes a variation of Honda's Revolution Modulated Valve Control, a system that switches the engine from two-valve to four-valve operation at high rpm.
- Our Japanese spies also report Kawasaki is putting the final touches on a quarter-liter four-stroke for the home market. This one, we're told, will be a scaled-down Ninja with a 250cc liquid-cooled 16-valve transverse-four engine. That new addition would put three of the four home-market manufacturers in the field. Could an FZ250 Yamaha be in the works? We've heard that it is.
- Our men at the Kawasaki keyholes reported back about another Ninja, too. They've told us to get set for a special-edition aluminum-frame Ninja 600R. We'll keep on the lookout, and keep a magnet handy, too.
- Meanwhile, our Honda sources report the company is ready to take a run at Suzuki's Quadracer. Details and specifications are sketchy right now, but suffice it to say that Honda product planners have been overheard naming Suzuki's four-wheeler "a target." Sounds interesting.
- So does an anti-lock brake system for motorcycles. The Japan Air Brake Co. reportedly has set up a joint venture with Robert Bosch, of Germany, to develop an anti-lock braking system for Japanese-built motorcycles; Bosch already builds anti-lock systems for Audi, Mercedes-Benz and BMW. We've heard the two companies have tested a prototype setup, but not on a Japanese bike; the first system has been fitted to a BMW K100. More on this to come.

APART FROM THE CROWD

- If the cable TV service in your area offers the Nashville Network, sign up now; two-wheelers are rolling on the small screen. Peter Starr, the man who brought you the film "Taking It To The Limit," has a 13-part series running on that network. Each half-hour segment of "The Peter Starr Motorcycle Show" focuses on a different form of motorcycling, including Formula 1, Superbike, endurance racing, dirttracking, motocross, Supercross and other, non-competitive two-wheel activities. Some of the races covered in the series, which began in February, are the Transatlantic Match Series, Laguna Seca and the San Jose Mile. Apparently, Starr and the programmers at the Nashville Network paid little heed to a recent Harris survey that indicated sports on television were on the way out. Televised motor sports, it seems, are just beginning. And it's about time.
- Autobahn ambulance update: The Bavarian division of the German Red Cross has been using two-wheelers to patrol a stretch of Autobahn connecting Munich, Germany and Salzburg, Austria. During the summer months, it seems, that section of road gets as congested as a Los Angeles freeway at rush hour. As a result, motorcycles are the only vehicles able to weave through that snarled traffic and get to people who need help. That's no surprise, but the two latest additions to the division's stable *have* raised a few German eyebrows. To complement the trio of BMWs it already owns, the Red Cross has added a pair of Harley-Davidson FXRP police bikes. No reason was given for the decision to go with Milwaukee iron. Could it be the shock value? The sight and sound of a Big Twin splitting lanes, lights flashing and sirens wailing, would *definitely* draw attention—and get people out of the way fast.
- Not like "BIG Red" would, though. No two-wheeler could ever draw the attention this latest Honda three-wheeler can. This absolute last word in Open-class ATC race machinery measures 22 feet from the base of its oversize knobbies to the tip of its paddle-size throttle lever. We can only guess at the displacement of its four-stroke single-cylinder powerplant. Honda representatives say they expect no problem dominating the Open-class—if a competitive three-wheeler is foolish enough to get in Red's way, it'll simply squash the offender. Or are those guys just full of hot air?

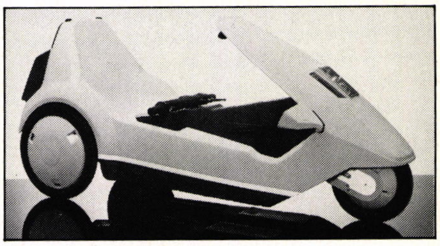


Honda pumped up its three-wheeler program

But sent up a trial balloon first.

- In England, Sir Clive Sinclair must think the fuel crisis of a decade ago is still a problem. The C5, Sinclair's electric-powered trike, is an answer to those old gas lines. No matter that they no longer exist; Sinclair still thinks transportation's future is electric, and he's convinced some heavy hitters to help with his project—Lotus Cars Ltd., for one. And no one could say Sinclair's C5 isn't state-of-the-art; its body is formed from injection-molded polypropylene and its wheels are glass-reinforced nylon. Even the gears in the C5's transmission are made of high-tech plastics.

This diminutive three-wheeler (it's only 5 feet 9 inches long) has made its debut in England, and already it's at the center of a legislative storm. It seems the C5 has been classed as an electrically assisted bicycle. Under British law that means it can be legally street ridden by anyone 14 years of age or older, doesn't require a license and needs no insurance. Plus, its rider would pay no road tax and wouldn't have to wear a helmet. A couple of other things this machine's rider could do without are a spare battery or a superlong extension cord. Still, the C5 comes standard with pedals and a drive chain—just in case.



Battery-powered C5 is an answer

If we could only remember the question.

- But we might have found an option for Sir Clive's C5. This one is the brainchild of a North Carolina inventor; he calls it the Moto-Grip. The Grip slips right onto the end of a bicycle's handlebar, and—you guessed it—gives off "lifelike motorcycle sounds." Its inventor hasn't started production because he's still looking for a backer, so there's no predicting the Moto-Grip's future. Who knows, it might even replace that old standard, baseball cards in the spokes. We don't know about that, though. Some things you don't mess with. ●

Introducing the V-Max. Any similarity to a hot rod is purely intentional.

Before aerodynamic styling, before microprocessors, even before digital readouts, performance freaks used a simpler method to propel themselves across the asphalt.

It was called raw, brute power and it's what separated their "muscle" cars from everything else on the road.

It's also what separates the machine you're looking at from any other motorcycle ever conceived.

Introducing the Yamaha V-Max, the most radical vehicle to come down the road in twenty-five years.

A vicious cycle.

If you like horsepower, you're gonna love the V-Max. Its massive 1198cc liquid-cooled V4 engine with shaft drive creates more horsepower than any production motorcycle in history.

The V-Max's 6 inch 150/90V 15 V-rated rear tire looks like it came off a truck.

And not the kind of power that's been geared, tuned and tweaked to satisfy the cravings of the Sunday afternoon canyon racer.

This is the kind that's delivered to the street with all the subtlety of a wrecking ball taking out the side of a building.

Power made possible by technology like the new Yamaha V-Boost system.

Designed specifically for the V-Max, V-Boost increases the intake efficiency of each cylinder. At 6000 rpm's, a tiny butterfly valve located between the front and rear intake manifolds begins to open, allowing each cylinder to draw air from not one, but two down-draft carburetors.

The result is an immediate surge of power like that received from a supercharger. And a motorcycle capable of burning enough rubber in any gear to keep our tire suppliers on double shifts for a year.

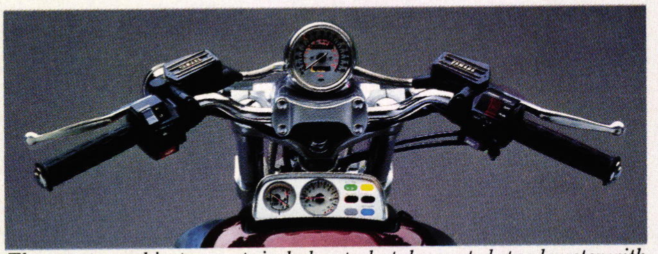
It's got big everything.

Of course, when you build a motorcycle that'll outrun an F16 right up until take-off, you'd better make sure it comes equipped with some very sophisticated landing gear.

BRIDGESTONE

And now for something completely different from Yamaha.

Like a V-rated rear tire that isn't just fat, it's obese. A set of 40mm air-assisted front forks. An adjustable, progressive-spring rear suspension. A cast aluminum full-disc rear wheel. A fully-enclosed, virtually maintenance-free shaft drive. And finally, ventilated triple disc brakes with extra large, opposed piston calipers.



The easy-to-read instruments include a pedestal mounted speedometer with tach and temperature gauges clustered below.

Fact is, with so much technology dedicated to performance, one might be led to believe that the V-Max was designed strictly to leave the crowd behind. But that's only part of the story.

If you've got it, flaunt it.

Like the muscle cars that preceded it, the V-Max was also designed to attract a crowd.

Conspicuously open, its styling leads your eye from the twin scoops, through the V4 engine, into the Siamese headers and out a set of the biggest, shiniest mufflers you've ever seen.

Obviously, the V-Max isn't a bike for everyman. It was designed for the person who's drawn to the low rumble and naked looks of a full blown, fully exposed 409. The person who appreciates the difference between fast and fastest. But most of all, the V-Max was designed for the motorcycle rider who wants to be the most intimidating figure on the road.

An 1198cc, liquid-cooled V4 with shaft drive and exclusive V-Boost puts more power to the street than any production bike ever.

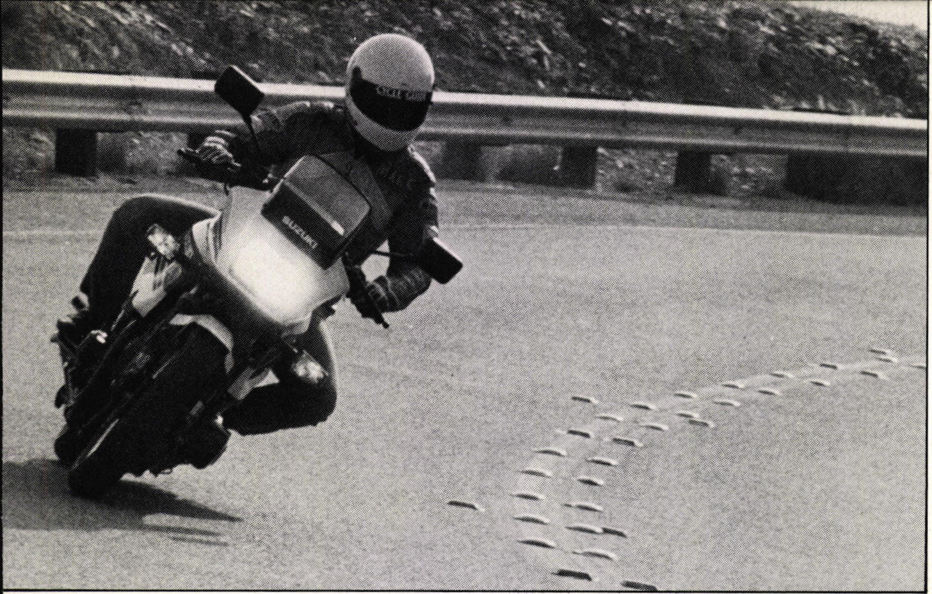
Simply put, if the competition had doors, this would blow them off.

YAMAHA

Built for the fun of it.™

12-month limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Specifications are subject to change without notice. Rear view mirrors standard equipment. This model sold in California is equipped with evaporative emission control device. Always wear a helmet and eye protection.

YAMAHA



© 1985 GILBERT LUNA

ROAD TEST:

Suzuki GS550ES

Rx for an ailing middleweight.

• Suzuki's GS550 was on the critical list. Oh, it was a success at birth in 1983, but since then the competition has unleashed machinery good enough in handling, power, or both, to send the Suzuki off licking its wounds. And so, in order to help keep the bike competitive, Suzuki checked the GS in for some serious rehabilitation.

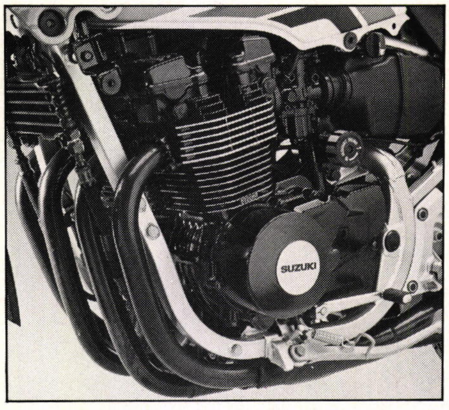
That treatment called for retuning the GS's 572.3cc, 16-valve engine for more midrange and better tractability, because the previous 550 had most of its power crowded at the very top of its rev-range. Consequently, Suzuki engineers advanced the intake camshaft's timing by 3 degrees, while keeping the same valve-lift figures and the same exhaust-cam timing. In addition, the 550's exhaust system received a new crossover between the No. 2 and 3 header pipes, to replace the one located farther downstream. Also, Suzuki implanted slightly leaner main jets in the two-barrel 30mm Mikuni carburetors.

And the operation came off with nary a complication. Right off the bottom, the Suzuki pulls cleanly and revs willingly to its 10,750-rpm redline. Suzuki's therapy also endowed the GS with considerably greater midrange punch, which means you no longer have to wait for the 550 to pull itself into its powerband. The broader powerband hasn't come at the expense of peak horsepower, however, as demonstrated by the '85 GS's higher trap speed in the quarter-mile: 106.50 mph/12.551 seconds vs. 103.68/12.675 for the '84 550. Plus, Suzuki's midrange medicine successfully treated the GS's cold-blooded nature—warm-up time is shortened considerably compared to pre-'85 models.

But Suzuki's surgery wasn't limited to the engine alone. A new Kayaba Posi-Damp Fork—similar to that used on Suzuki's GS1150—was grafted on, and it stiffens fork compression damping according to the speed and position of the sliders. The four-position-adjustable PDF system also acts as an anti-dive, replacing the previous 550's brake-actuated anti-dive units. That transplant wasn't successful, however, because the fork still dives during hard braking. And removing the '84's anti-dive units from the front brake's plumbing *should* have improved the binder's feel; instead, the brake offers little feedback and requires a firm grip to haul the GS down from speed.

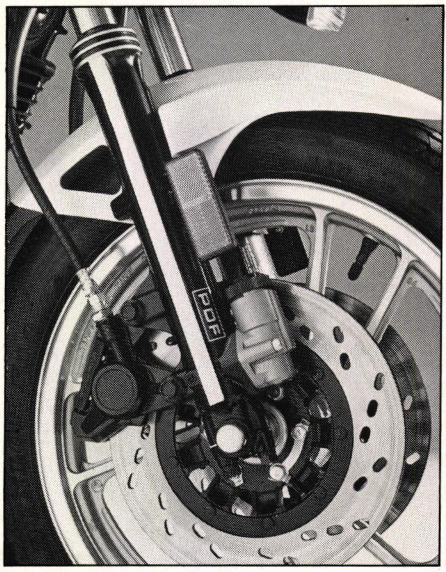
It doesn't take much muscle to steer the Suzuki, though. Fairly steep geometry and a 16-inch front wheel give the 550 instantaneous, precise steering response. What's more, the GS is surprisingly stable, feeling nervous only in very fast, bumpy corners. There, the Kayaba shock runs out of rebound damping, allowing the rear end to wallow slightly, even with the remote hydraulic preload adjuster turned up to No. 4 or higher. Faster riders might want to use the GS prudently near its limits for another reason, too; the 550 grinds its sidestand tang and centerstand feet well in advance of the folding pegs.

Those ground clearance complaints help point out the 550's shortcomings as a purely sporting device, especially when compared to Kawasaki's Ninja 600R. On the other hand, the GS is easier to live with than that narrow-focus machine. The Suzuki's newfound midrange, moderate seating position and fairly plush suspension let the bike excel in terms of utility and everyday comfort. Widening the GS's scope clearly improves its chances for recovery and might just be the treatment for keeping the GS550 healthy for one more year. *—Marc Cook*



Engine's surgery left no identifying marks

And put the GS on the road to recovery.



PHOTOGRAPHY © 1985 DAVID DEWHURST

PDF fork is similar to GS1150's

A placebo for front-end dive.

SUZUKI GS550ES

Importer: U.S. Suzuki Motor Corp.
3251 East Imperial Highway
Brea, California 92621

Category	street
Suggested retail price	$3099
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	60.0mm x 50.6mm
Displacement	572.3cc
Compression ratio	9.8:1
Carburetion	two 30mm two-barrel Mikuni constant-vacuum
Gearbox	6-speed
Front fork/wheel travel	Kayaba air-spring, 37mm stanchion tube diameter, 4-position adjustable anti-dive/5.6 in. (143mm)
Rear shock/wheel travel	single Kayaba shock, 13mm spring preload range/ 5.3 in. (135mm)
Wheelbase	55.8 to 56.8 in. (1418 to 1443mm)
Seat height	31.1 in. (791mm)
Weight	447 lbs. (202.8kg)
Steering head angle	27.0 degrees from vertical
Front wheel trail	3.98 in. (101mm)
Best ¼-mile acceleration	12.551 sec., 106.50 mph (171 km/h)
Top speed (observed)	119 mph (192 km/h)
Stopping distance from 60 mph	133 ft. (40.5m)
Fuel consumption	33 to 48 mpg (14 to 20 km/l)
Warranty	12 months, unlimited mileage
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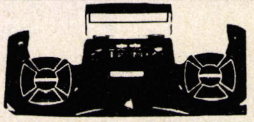

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PRODUCT EVALUATION:

Vetter Bike-To-Bike Communicators

A hands-free answer for speechless riders.

• Unless you know American Sign Language—or telepathy—it's almost impossible to communicate with another rider on the road. For the most part, you're left to using futile hand signals, or—at worst—simply *guessing* your partner's intentions. It doesn't have to be that way, though. One solution to the closed-caption mode of on-the-road communication is Vetter Products' Bike-To-Bike communicators.

The Vetter system consists of a transceiver mounted in a cylindrical housing (4 ¼ inches by 1 ½ inches), an antenna, a microphone, a speaker and a terry cloth wind deflector that mounts to the bottom of the helmet. Further, the Bike-To-Bike features voice-operated switching (VOX), making for almost hands-free operation. In fact, the only external adjustment is the combined volume/microphone sensitivity control, actuated by turning the unit's housing. As you turn the housing further from the center "off" position, the speaker's volume increases and the microphone's sensitivity decreases. Turning the housing also selects the receiver's range: clockwise for "near" mode for distances up to ⅛ mile, and counterclockwise for up to ½ mile.

And mounting the Bike-To-Bike is nearly as simple as using it. The transceiver attaches to the back of a helmet by way of an adhesive-backed shoe-and-foot arrangement, a Velcro patch affixes the microphone to the helmet's chinpiece, and the speaker fits in the helmet's ear cup; Vetter supplies a replacement foam ear pad, precut for the speaker. The only hitch comes in mounting the wind deflector. If your helmet is glued along the liner/shell junction, inserting the deflector requires careful cutting.

That piece of terry cloth is intended to keep wind noise from triggering the transmitter, but it's only partially successful. If a rider is on almost anything other than a fully faired motorcycle, the microphone receives enough noise to trip the transmitter at a low volume/high sensitivity setting. And rotating the housing to a higher-volume/lower-sensitivity position isn't necessarily the answer. It's difficult to find a setting that doesn't force the rider to almost shout to key the transmitter, or that doesn't result in an overly loud speaker-volume and distortion.

Distortion of another kind plagues the B-T-B, too, in part because it shares the same radio frequency used by garage-door openers and walkie-talkies, which leads to interference. Worse yet, the interference takes the form of a high-pitched squeal, especially annoying at high volume settings. You can reduce the static by switching to the "near" mode, but that cuts the unit's range. And set to "near" or "far," reception becomes garbled long before the unit fully loses the signal.

That's a long list of shortcomings, and you can add to it the B-T-B's weight. Mounting the 11-ounce system to the back of a helmet makes for a heavy package that fatigues the rider's neck and shoulders. And, with all of that in mind, the $99.95 suggested retail price seems far too dear. That's not to say the concept is at fault here; with more refinement, the Vetter system could be a valuable riding tool. But until then, the Bike-To-Bike is little better than a crash course in telepathy. *—Marc Cook*

Vetter Bike-To-Bike
Manufacturer: Vetter Products Inc., Rantoul, Illinois 61866
Suggested retail price: $99.95 each
Warranty: 90 days

CYCLE GUIDE
Vetter

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Bike-To-Bike system mounts easily

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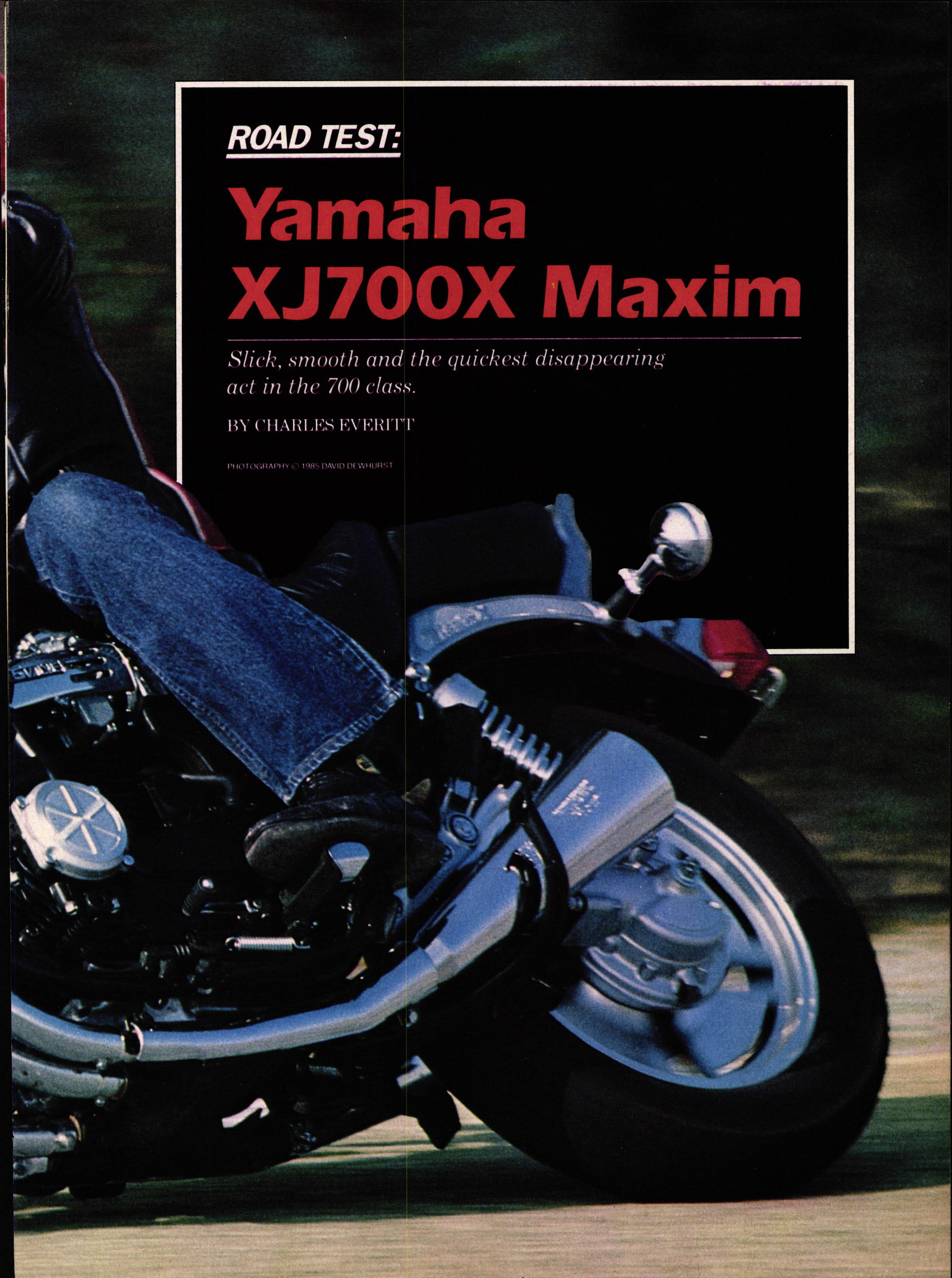
CYCLE GUIDE



ROAD TEST:

Yamaha XJ700X Maxim

Slick, smooth and the quickest disappearing act in the 700 class.

BY CHARLES EVERITT

PHOTOGRAPHY © 1985 DAVID DEWHURST

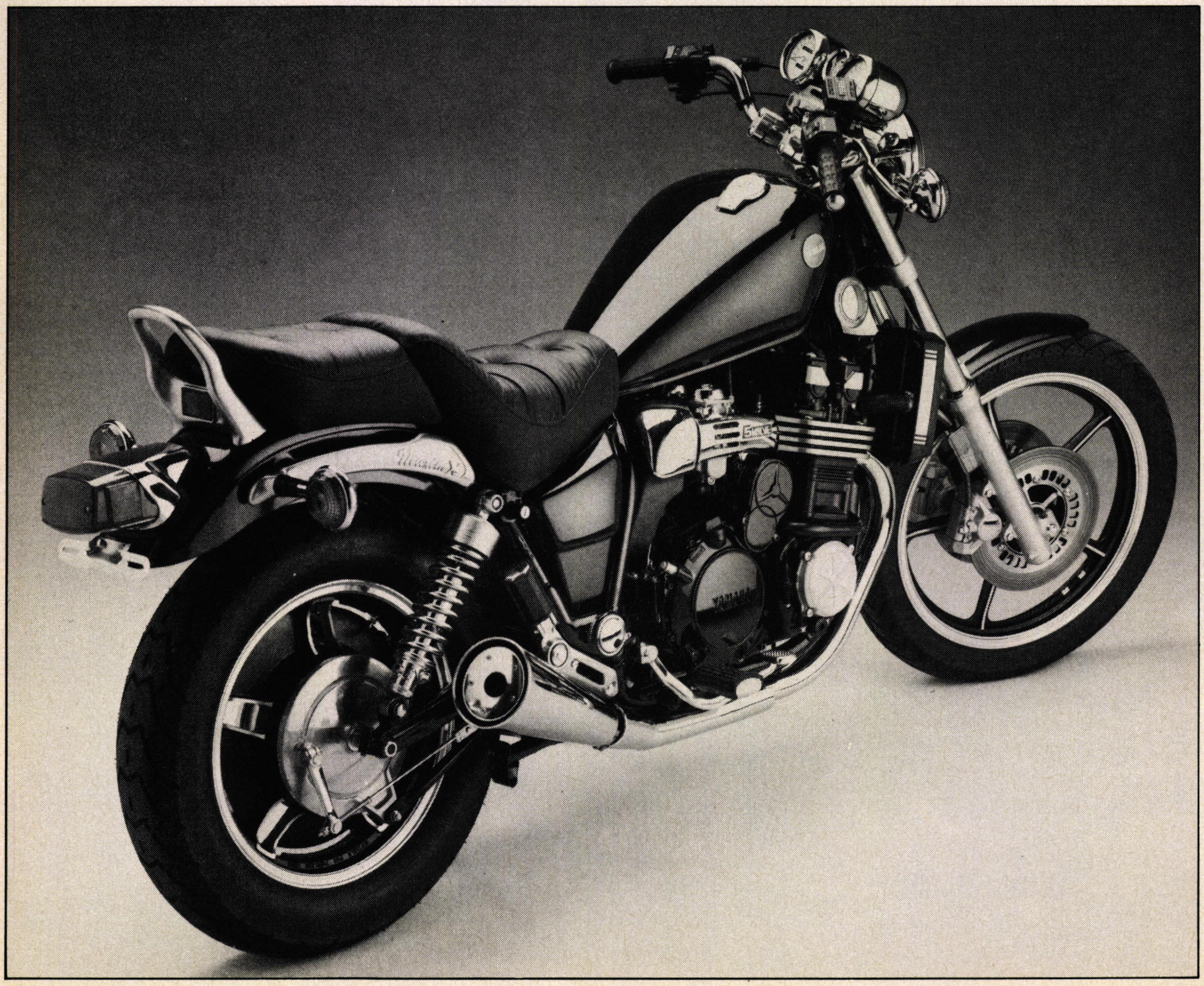
Motorcycling has its own magic act these days, with daily shows all over the country and sport-customs as the main attraction. If you don't believe it, then consider: The sport-custom is a blatant contradiction in terms, emphasizing two wildly divergent brands of performance and styling. And combining the two into a single package is a feat that makes turning lead into gold seem like a cinch. But the rewards for success might be worth more than gold; the right sport-custom could command a broader appeal than could a motorcycle from either single category. And that's got the manufacturers putting on pointed hats and waving magic wands, each one trying to build a sport-custom of its own.

Well, Yamaha's wizards have performed their own special sorcery to brew up the XJ700X Maxim, a laser-quick motorcycle that splits the difference between the two seemingly exclusive genres of sport and custom. The Maxim X doesn't rely on any parlor tricks in its performance, though. Instead, Yamaha invoked a combination of proven and innovative engineering to conjure up this motorcycle, and sprinkled in a chest-full of custom-oriented talismans for good measure, such as a slim, teardrop-shape tank, acres of chrome and a Vmax-style disc/spoke rear wheel.

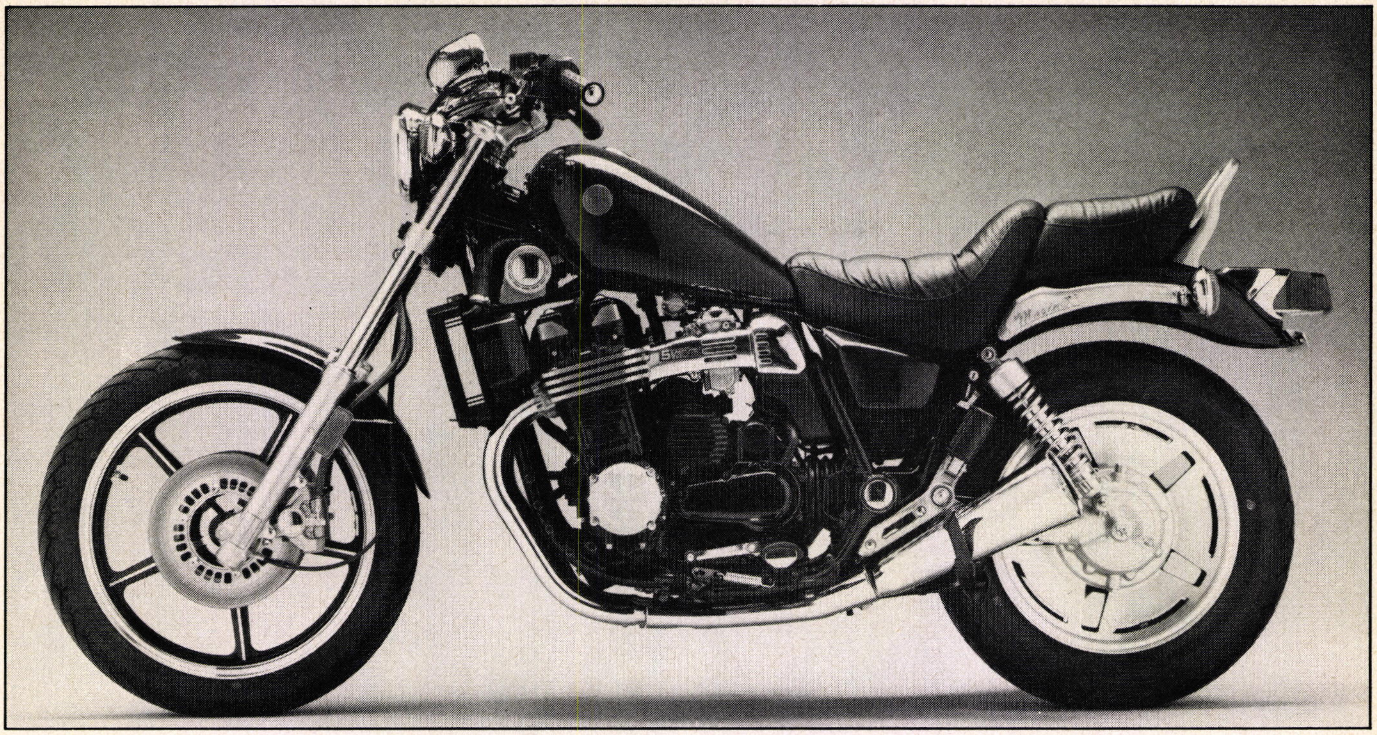
Those are items that have successfully charmed riders of the custom persuasion before. But Yamaha is counting on the Maxim X's engine to bewitch performance-minded riders, too, and claims 86 horsepower to help cast the spell. Like most previous incarnations of Maxims, the X's motor is a transverse inline-four with double overhead cams, five-speed gearbox and shaft final drive, with both its starter motor and alternator mounted on top of the cases behind the cylinder block. The X also retains the same shaft centers of Yamaha's 650/750/900 Maxim/Seca engine family, and even the gear ratios for the primary drive, transmission and final drive are the same throughout. The 700's clutch, too, comes from the XJ900 Seca, which used a strengthened 750 clutch.

Still, it took more than the mere wave of a wand over Yamaha's parts bins to create the Maxim X's rubber-mounted motor. For instance, the crankshaft and connecting rods are 700-only items, and the cases are new, too. But it's the X's top end that really parts company with past Maxim/Seca practice. For the 700, Yamaha reached into its hat and pulled out a liquid-cooled, five-valve design similar to that of the FZ750, the firm's new three-quarter-liter sportbike. Both engines employ identical bore sizes, valve diameters, valve lift, cam timing and compression ratio.

Moreover, the X enjoys the same benefits from its five-valve setup (three 21mm intakes, two 23mm exhausts) that the FZ does. For example, because the valves are smaller than would be the case with a comparable four-valve design, they're also lighter. Therefore, the engine can



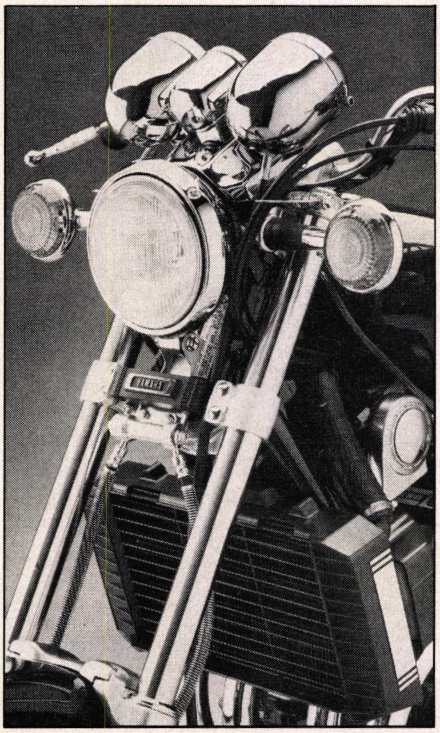
PHOTOGRAPHY © 1985 VIC HUBER



both rev higher before valve float sets in, and respond more quickly to throttle inputs. Lighter valves mean lighter springs, too, which decreases seat and camshaft wear while increasing service intervals. Five valves also offer more valve circumference than four—although not necessarily more total intake area—and so expose their area more quickly, which benefits cylinder-filling at low valve lifts. Finally, the five valves are arranged radially, with narrow included angles, making for an exceptionally compact combustion chamber that promotes complete, rapid burning, in turn allowing a high, 11.2:1 compression ratio without detonation.

All that high-tech hardware would amount to so much hocus-pocus if it didn't produce *horsepower.* And in the Maxim X's case, it does, making this motorcycle the 700-class top gun in the quarter-mile. That's precisely what Yamaha intended, too, and the X ends any arguments to the contrary with its scorching 11.779-second/113.63-mph time. What's more, the X smoked off that run on a bad day at the strip, when traction was a now-you-see-it, now-you-don't affair. Overall, that's a phenomenal display of power from an ITC-tariff-shunning 697.3cc engine, and it means the X can put the whammy on anything in its class, sportbikes and all.

Summoning up that performance forced some compromises, though. Yamaha tuned the X motor for high peak horsepower—a necessity for quick quarter-mile times—at the expense of low-end and midrange power. As a result, the Maxim requires its pilot to crank hard on the throttle to get to the class-leading acceleration. Yet, despite the tuning, the motor isn't particularly cammy; the power doesn't come in with a bang, as it does with Honda's Nighthawk S, one of the Maxim's 700-classmates. Instead, the Yamaha's power gets progressively stronger as the revs climb. Just past 6000 rpm, the X's tuning really starts to work, and you need to watch the tach closely to keep from overrevving the engine, because it will pull straight past its 10-grand redline, effortlessly and smoothly.



Brightwork for bewitching boulevardiers

Virago 1000 donated front-end chrome.

That style of power—not to mention the sheer volume of it—showcases the engine's FZ influence, and contributes to the X's ability to storm down backroads. Slick, positive shifting and well-spaced gearbox ratios make it a cinch to keep the motor in its best power range, where it can swoop out of corners in a thrilling, headlong rush. Yet the Maxim's power also illustrates the compromises involved in creating a sport-custom. Low-end snap is far more useful for boulevard riding than the Maxim's high-rpm power, and the Yamaha is at a disadvantage to pure cruiserbikes in that respect. Still, many riders will cheerfully accept that deficiency in trade for the 700's brand of fierce acceleration.

In designing the X's chassis, however, Yamaha didn't take such a single-minded approach. For example, the 700's frame, albeit similar to the 750 Maxim's, has a lower seat height and a raked-out 31.5 degree steering head angle (29 degrees for the 750). Yamaha changed the head angle not only to make the front end take on a chopperesque appearance, but to add almost 3 inches to the wheelbase, too, which contributes a long, low look a cruiserbike is expected to have. Conversely, Yamaha wanted the 700's suspension rates biased toward sporting use, and chose new components with stiffer

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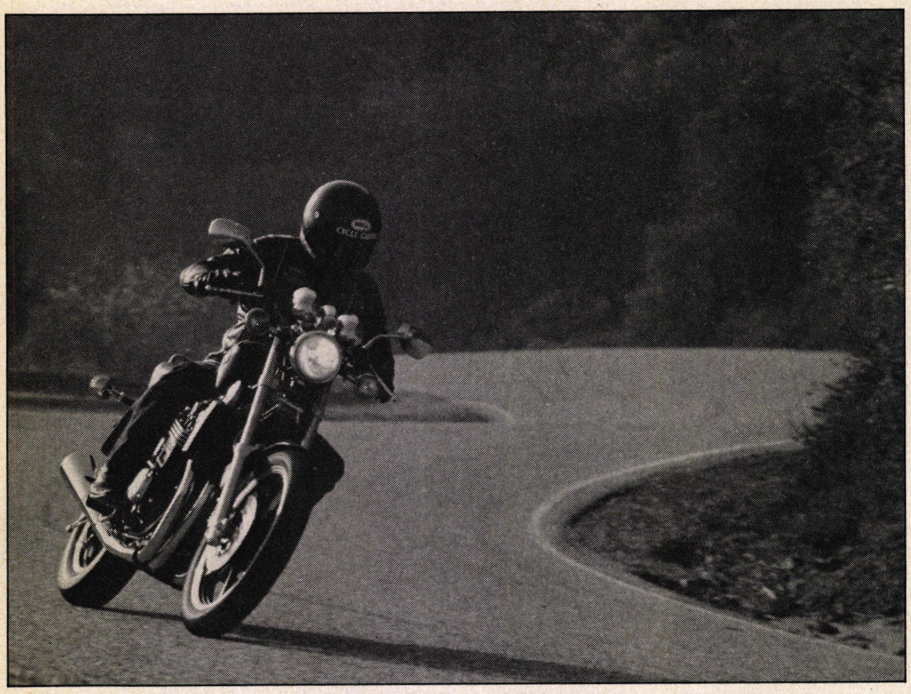

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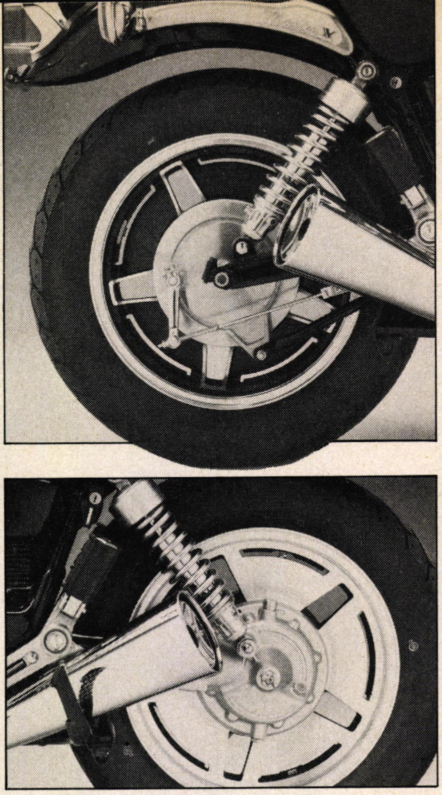
A sport-custom's marching orders include double-timing down canyon roads

And the X will do just that, but it leans more toward cruising.



Rear wheel lets you have it both ways

Poof—it's a disc! Presto—it's spoked!

springs and more damping than the 750 Maxim's. But, oddly enough, the 700's shocks adjust only for spring preload (five settings), whereas the 750 offered both preload and rebound-damping adjustments.

Even without that sport-oriented feature, though, the 700's chassis performs adequately—if not admirably—for frolicking in the canyons. The Maxim shows a basic willingness to be heeled into corners, and it responds to rider input with surprising ease, needing muscle only in fast esses. Considering the bike's chassis dimensions suggest they were chosen more for style and stability than agility, the steering seems almost supernaturally light. But Yamaha says the credit goes to careful tire selection—not magic.

Unfortunately, Yamaha apparently didn't exercise the same care in selecting the 700's spring and rebound damping rates; both are too soft for aggressive riding or bumpy corners. But for a 160-pound pilot, with standard air pressure in the fork (6 psi; 17 psi is recommended maximum) and shock spring preload set to the fourth or fifth position, the X feels capable and satisfying at an 8/10ths pace on smooth roads. It's when you're really charging that the bike gets unruly. Then the X starts hobby-horsing on its suspension, the tail-heavy weight bias becomes evident and the front wheel's sensitivity to bumps increases.

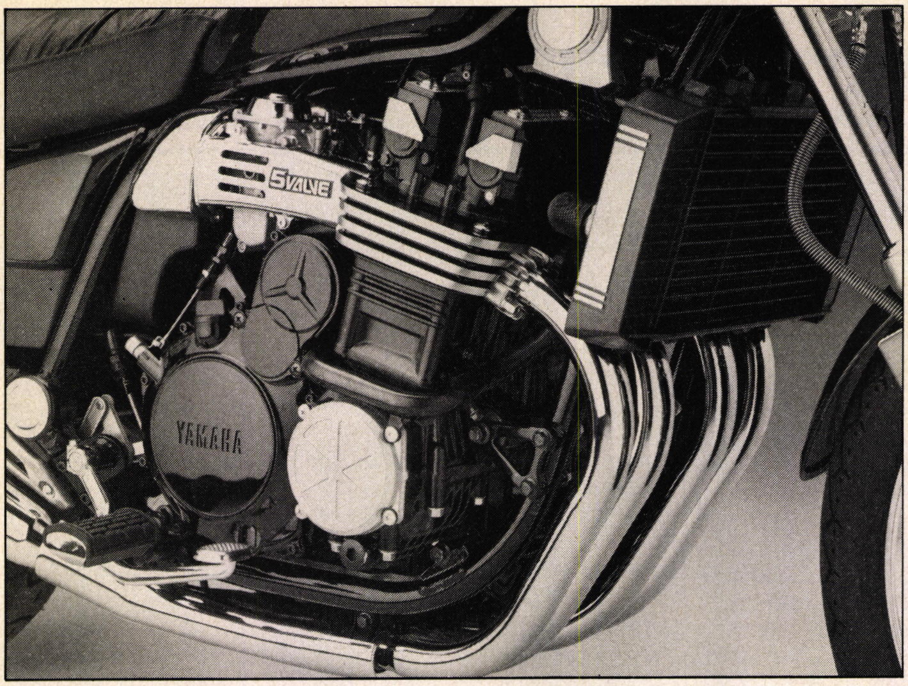
Hard riding points out some other shortcomings, too, such as the Maxim's lack of cornering clearance. The footpegs drag fairly easily, especially if you happen to roll off the throttle in mid-turn. That causes the X to sink on its suspension, providing a pointed reminder that this is a *shaft-drive* motorcycle, and it wants the power kept on through turns. Fast riding, shaft-style, also means completing your braking before initiating a turn, and with the Maxim that's even more important. The X's front brake—the same dual opposed-piston calipers and rotors used on the Virago 1000—takes a heavy squeeze and returns little feel in the bargain.

Still, even with the bike's quirkiness, it would be wrong to say the Maxim X can't live up to the first part of its sport-custom sobriquet. Because, in the right hands, the X *can* haul down a twisting road almost as quickly as a pure-bred sportbike. A crack sportbike will perform the task for a wider variety of riders, though, and with far less drama.

But sport riding subjects motorcycles to a harsh, unblinking scrutiny, and the Maxim X regains much of its appeal when viewed as a custom. For example, the X feels far more at home in the city, where you can use the low-effort steering and crisp carburetion to dispatch traffic with ease. And if someone is foolish enough to challenge you on your own turf, just dial on the engine's top-end rush; they'll never know what hit them.

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Yamaha XJ700X Maxim-'85	11.779/113.63	121	505	135
Suzuki GS700E-'85	11.978/112.21	125	485	140
Honda Nighthawk S-'84	12.048/109.75	125	492	125
Honda VF700F Interceptor-'84	12.323/106.50	124	512	136
Honda Nighthawk 650-'83	12.287/108.04	122	451	127
Yamaha XJ900 Seca-'83	11.949/113.20	128	499	135



XJ700 motor uses liquid-cooled FZ750-style top end to create the quickest 700 yet

Affirming that old maxim: Maximum power makes minimum quarter-mile times.

Wherever you go, though, the bike's ergonomics feel just right. In fact, the X has one of the best seating positions of *any* custom bike. Unlike the traditional custom riding position that rocks you back onto the base of your spine and makes you grope for the far-forward pegs, the Maxim's low, mildly swept-back handlebar tilts your torso forward only slightly, and finding the footpegs comes naturally. For conjuring up that combination, Yamaha should get a medal.

No such commendations accompany the Maxim's saddle or suspension, though. The saddle is a two-piece, loose-cover affair that's a near-perfect Harley-Davidson copy; it even makes you feel as uncomfortable as an H-D seat does, and in the same short amount of time, too. Fortunately, the Maxim's saddle isn't dished too deeply, so you can move around some. But moving around won't help you much in coping with the suspension. We quickly learned to ignore Yamaha's recommended air pressure for the fork (6 psi), instead bleeding it down to 0 psi and getting a great improvement in ride quality. The shocks, on the other hand, start out harsh and stay that way, especially when the rear wheel needs to respond quickly to bumps. The problem stems from excessive compression damping, and the bike flat *beats* on you over abrupt paving irregularities. So, between the saddle and the rear suspension, you'll be plenty ready to stop when the gas tank goes on reserve—which takes only about 100 miles.

And it's the suspension's shortcomings, more than anything else, that thwart the Maxim's sport-custom alchemy, because the suspension simply isn't up to either task the bike is supposed to take on. Just the same, the suspension isn't the root cause of X's inability to serve two masters. It's only a symptom of a larger problem, of choosing the wrong set of compromises.

Sportbikes and customs are so far apart in the spectrum of motorcycling that any attempt to fuse the two poses a nearly impossible task; compromises *have* to be made. The magic, though, is in making the right ones. And Yamaha certainly pulled a couple of good tricks from its sleeves, such as the riding position and that remarkable motor; those things guarantee the bike a broad appeal. Yet, with the right compromises the Maxim X could have had them *all,* from the hardcore knee-draggers to the ardent profilers. But to do that, Yamaha's wizards need to try on some more pointed hats, and wave some more wands. ●

Nits:

- Bike often goes on reserve before low-fuel warning light comes on.
- Fork aircaps aren't interconnected.
- Radiator reservoir's filler neck is difficult to reach.

Picks:

- Top end can be serviced without pulling engine out of the frame.
- Handgrips are soft, with a comfortable pattern.

Ride Review

• More than any other company, Yamaha seems to understand that customs, regardless of their styling, still have to be ridden by human beings. Consequently, the company has shunned the caricatured chopperesque riding position that stuffs a handlebar grip in your ribs during turns and leaves your legs stretched far enough forward to bare your soles to the world.

And the Maxim X takes Yamaha's rational approach one step further; its riding position would have been applauded on a *sportbike* five years ago. But the Maxim's suspension would have done justice to a 1980 sportbike, too, and in this case that's no recommendation; the Yamaha's abusive ride reflects vintage suspension compliance and limp damping. Those things are like a blast from the past, and one that I'd just as soon forget. *—Jim Miller*

• If Yamaha intended to target the Maxim X at Honda's Nighthawks, then someone in the R&D department must have been looking at the wrong blueprints. In every category except engine performance, the Maxim falls to the Nighthawks' attack. Both Hondas offer superior suspensions and saddles, and brakes and steering that are model-years ahead of the Maxim X's.

On a more subjective level, the Nighthawks look positively classy and restrained next to the plastichrome Maxim X. The X's ersatz cooling fins and "wraparound" carb covers make my stomach churn. Still, to be fair, I don't think it's all Yamaha's fault; there's a good chance R&D's filing system got scrambled and they've been looking at the wrong plans all along. At least, that's what I *hope* happened. *—Marc Cook*

• I saw through the Maxim X's charade, right from the start. By including a five-valve, liquid-cooled engine in its package, the Maxim tries to pass itself off as something special. Specialization is, after all, the current trend in motorcycling; predatory sportbikes prowl the backroads, full-boat touring rigs sail the Interstates, and boulevard bombers fly formation through urban war zones. Yet, to me, there's nothing all *that* special about the rest of the Maxim. Even its conventional riding position marks it as just a plain *motorcycle.* But there's nothing wrong with that. Because although the specialists might excel in their domains, they lack versatility, something the X has in spades. It's that high-tech engine, though, that lets you do day-in/day-out riding at record speeds. And that's what I call *special.*

—Dain Gingerelli

Continued

CYCLE GUIDE SPECIFICATIONS

Yamaha XJ700X Maxim

street

IMPORTER: Yamaha Motor Corp. U.S.A., 6555 Katella Ave., Cypress, California 90630

SUGGESTED RETAIL PRICE: $3499

ENGINE

Type	liquid-cooled four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, five valves per cylinder
Bore and stroke	68.0mm x 48.0mm
Displacement	697.3cc
Compression ratio	11.2:1
Engine redline	10,000 rpm
Carburetion	four 33mm Mikuni constant-vacuum
Air filter	disposable paper element
Lubrication	wet sump
Starting system	electric only
Ignition	transistorized breakerless
Charging system	12-volt; 364-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

DRIVETRAIN

Primary drive	straight-cut gears; 1.672:1 ratio
Clutch	wet, multi-plate
Transmission-to-jackshaft drive	straight-cut gears; 1.361:1 ratio
Jackshaft-to-driveshaft drive	spiral-bevel gears; 1.056:1 ratio
Driveshaft-to-rear-wheel drive	spiral-bevel gears; 2.909:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.188	15.295	4.78
II	1.500	10.486	6.97
III	1.154	8.067	9.06
IV	0.933	6.522	11.21
V	0.813	5.683	12.86

SUSPENSION/WHEEL TRAVEL

Front	Kayaba air-spring, 38mm stanchion tube diameter/ 5.5 in. (140mm)
Rear	dual Kayaba shocks, 5-position adjustable spring preload/ 3.4 in. (86mm)

BRAKES

Front	dual double-action hydraulic calipers, 10.5-in. (266mm) effective disc diameter
Rear	drum, single leading shoe, rod-operated

TIRES

Front	100/90-19 57H Bridgestone Exedra G525 tubeless
Rear	130/90-16 57H Bridgestone Exedra G525 tubeless

DIMENSIONS AND CAPACITIES

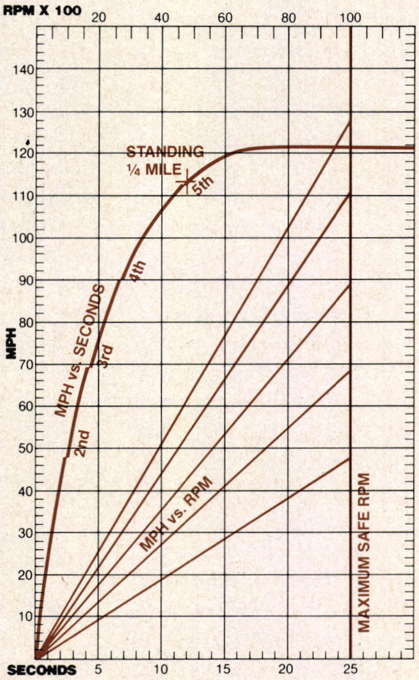
Weight	505 lbs. (229.1kg)
Weight distribution	46.1% front, 53.9% rear
Gross vehicle weight rating (GVWR)	1036 lbs. (470kg)
Load capacity (with full fuel tank)	510 lbs. (231kg)
Wheelbase	60.4 in. (1533mm)
Seat height	30.4 in. (773mm)
Handlebar width	29.3 in. (745mm)
Footpeg height	11.5 in. (292mm)
Ground clearance	5.8 in. (147mm), at exhaust crossover
Steering head angle	31.5 degrees from vertical
Front wheel trail	4.72 in. (120mm)
Frame	tubular mild steel, double front downtubes
Oil capacity	3.7 qt. (3.5/)
Fuel tank	steel, 3.4 gal. (13.0/), including 0.8 gal. (3.0/) reserve
Instrumentation	speedometer, odometer, tripmeter resettable to zero, tachometer, coolant temperature gauge

PERFORMANCE

Fuel consumption range	25 to 47 mpg (10.6 to 20.0 km/*l*)
Average fuel consumption	37 mpg (16 km/*l*)
Cruising range, maximum	85 to 160 miles (137 to 257km)
Cruising range, reserve only	20 to 38 miles (32 to 61km)
Speedometer error, 30 mph indicated	29 mph actual
Speedometer error, 55 mph indicated	52 mph actual
Best 1/4-mile acceleration	11.779 sec., 113.63 mph (183 km/h)
Top speed (observed)	121 mph (195 km/h)
Stopping distance from 30 mph	31 ft. (9.4m)
Stopping distance from 60 mph	135 ft. (41.1m)

WARRANTY: 12 months, unlimited mileage

AVAILABLE COLORS: Deep Scarlet; Deep Violet



All weight and measurements are taken with machine unladen and fuel tank empty.

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- *ALL NEW flush fitting visor with . . .*
- *ALL NEW ratchet system for multi-position convenience*
- *ALL NEW interior design provides a super comfortable fit in neck roll, ear cuff, and cheek pad areas*
- *ALL NEW ultra-plush fabric interior offers superior comfort*
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- *Custom contoured .080 Lexan visor is hard coated for scratch-resistant durability*

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ROAD TEST:

Yamaha VMX12 Vmax

PHOTOGRAPHY © 1985 VIC HUBER

A cardiac needle and 1198cc, straight to the heart of adrenaline addicts.

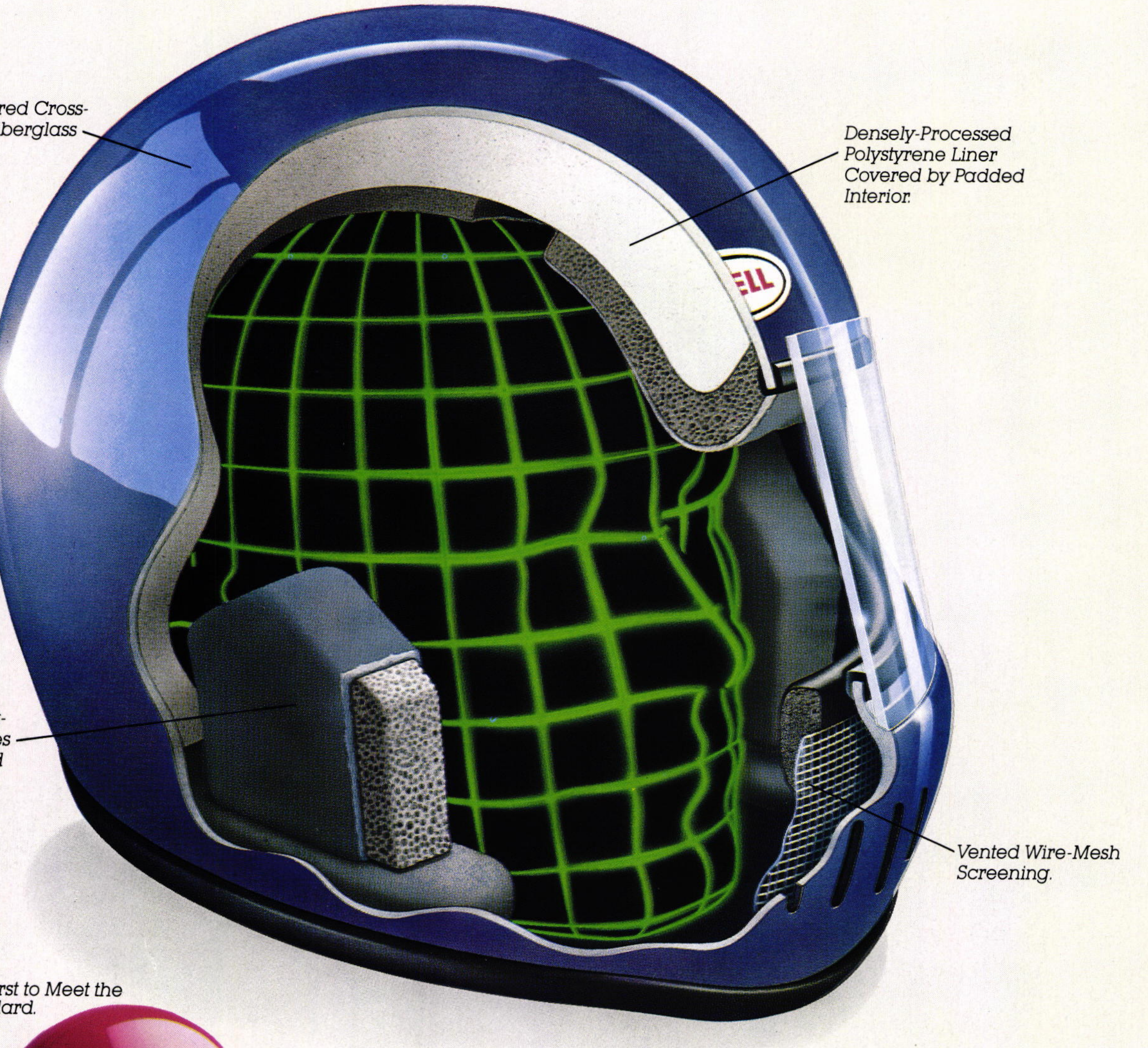
BY JIM MILLER

It's been said that laughter is the universal language, but speed junkies understand at least one other tongue: horsepower. DIN, SAE, rear-wheel or crankshaft, BHP cuts across national borders, county lines, racetracks and boulevards, and for those fluent in horsepower's various dialects, there's one common axiom: Too much is never enough.

Yamaha is well-versed in the linguistics of speed, and its latest communications major is the Vmax, a motorcycle that offers a claimed-145-horsepower, 10.922-second course in the nuances and idioms of internal combustion that Berlitz couldn't hope to match. And to make sure the Vmax's message comes through loud and clear, Yamaha dressed this brutish cruiser in an all-new twin-shock chassis, with styling that bespeaks that great American pastime—hot-rodding.

There's a reason for that peculiarly automotive accent, too. Yamaha is hoping the Vmax's appeal will cut across the borders between the two-wheel and four-wheel worlds, drawing in buyers whose previous experience in the language of horsepower has revolved around Detroit vee-eights. But nothing that ever rolled off a Motown assembly line spoke with the same authority as the Vmax. No Motor City musclecar ever offered this kind of eyeball-flattening acceleration, either. Yamaha took the name from the physics term for *maximum velocity,* and one full-throttle blast to redline will convince you the company got the name right. *Continued*

If you think all helmets are alike, you ought to have your head examined.



Multi-Layered Cross-Hatched Fiberglass Shell.

Densely-Processed Polystyrene Liner Covered by Padded Interior.

Adjustable Cheek Pad System. (Assortment of Pads Comes with Star LTD II and Tourstar II.)

Vented Wire-Mesh Screening.

Bell Helmets. The First to Meet the New Snell 85 Standard.

Helmet styles and designs come and go, but one thing stays the same. Human anatomy. To build safer and better fitting helmets is to better understand human anatomy. And that's exactly what Bell did with the Star LTD II.

We took a new look at your eyes.

We started by improving the optical quality of our Lexan face shield, by improving quality control. Our shields are put in front of a lens analyzer grid and tested for maximum clarity. And with the patented Bell Kam Lok system, lifting the shield is as natural as blinking your eyes. A single touch with one hand and the visor flips up.

We took a new look at your cheek bones.

When it comes to fit, head size is not the whole story. That's why we invented our Adjustable Cheek Pad System (patent pending).

What it does is allow each rider to create his own fit by inserting pads into the helmet lining.

We took an old look at your wallet.

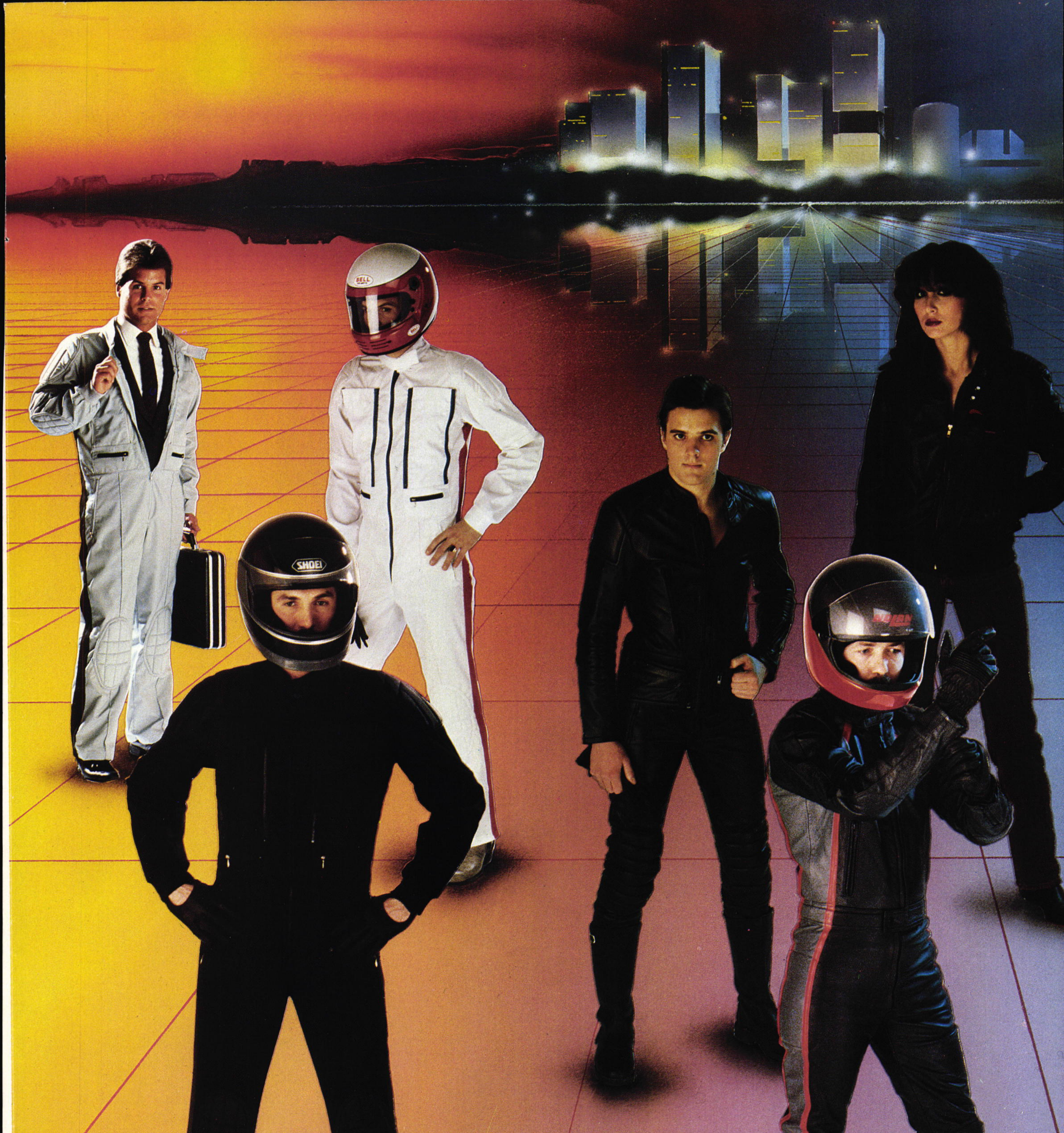
Despite all these new features (and newly designed graphics) we also held onto some great features from last year. Like our specially designed neck roll that gives us some of the quietest helmets on the road. And last, but not least, we took an old look at a Bell tradition—value for your dollar.

So when you buy a new helmet, make sure it's a new Star from Bell. We've been making great helmets for 30 years not by sitting around scratching our heads. But by continually re-examining them.

BELL

THIRTY YEARS AT THE TOP

This and other Bell products available consumer direct. For pricing and ordering information, please write to Bell Helmets, Inc., 15301 Shoemaker Avenue, Norwalk, California 90650. $10 shipping charge additional.



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Innovation: Nine Advanced Design/Vent Features and New Lower Pricing At Your Dealers have literally . . . .
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All Part Of The Most Comprehensive Leather Collection Ever Offered . . . .
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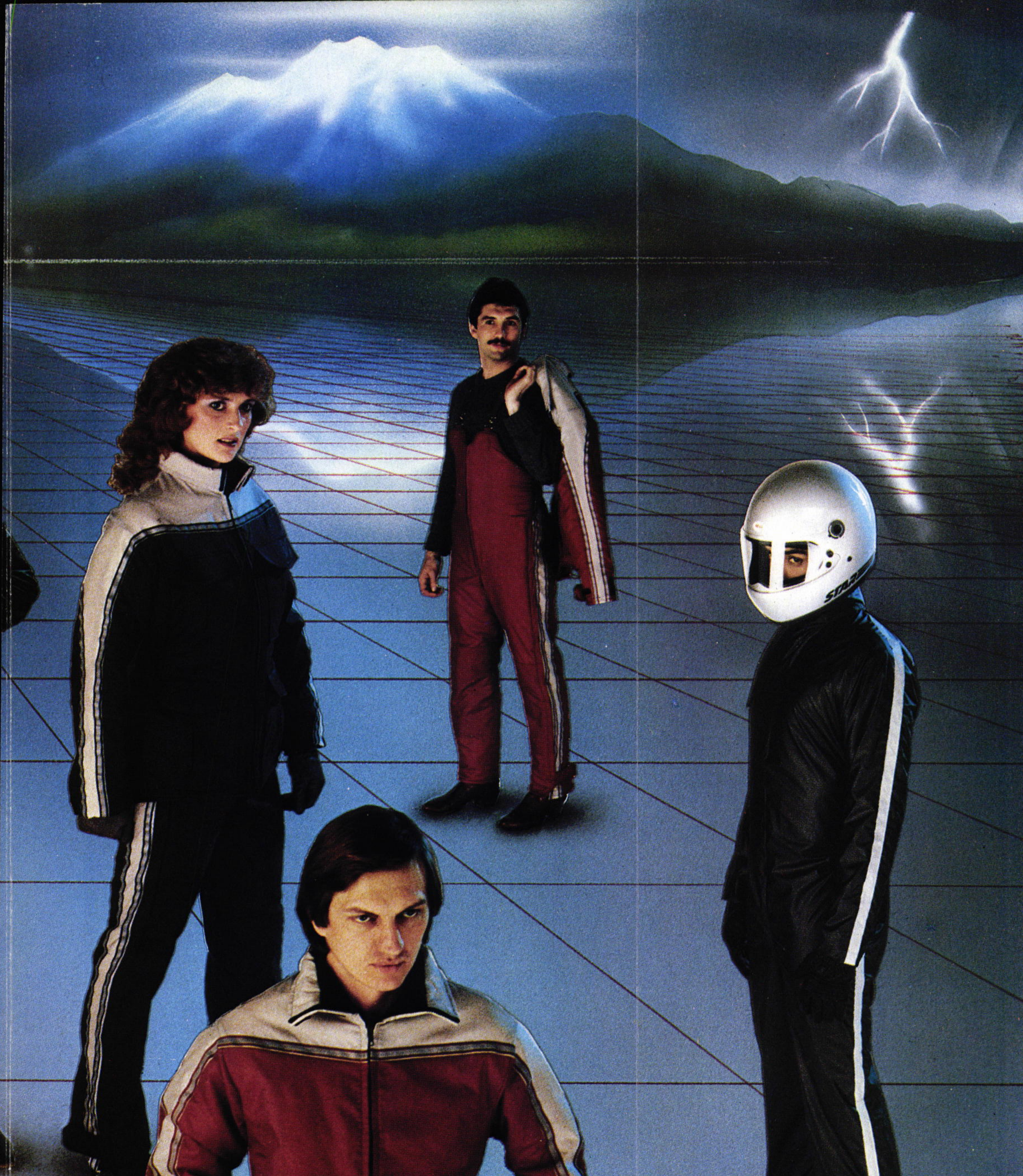

Coldweather

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Innovation: New Tapered Front, Rear Wind-Seal, Set And Forget Closures And 5 Layer Construction Have Literally . . . . Left The Competition Out In The Cold

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Styled One Piece Black
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Tear Out This Coupon And Send $1.00 To:

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Dealers

For More Information On The Spartan Clothing And Dealer Programs

1) Call Rocky Cycle Or Ed Tucker Distributing
2) Ask Your Rocky Or Ed Tucker Salesmen
3) Write Us: Spartan Dealer Info 5 Upper Trail, Fairfield, Pa. 17320

SPARTAN
CHALLENGE EVERY HORIZON
FINALLY...INNOVATION IS STYLE
SHOEI

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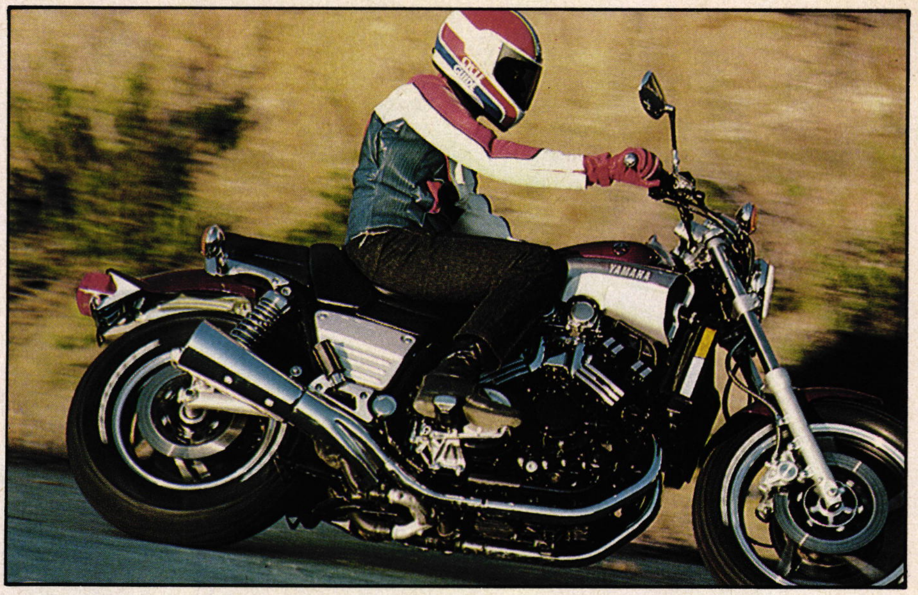
BELL
CYCLE GUIDE
YAMAHA
YAMAHA
QUAL

Twisting the right handgrip in first gear slaps you back into the seat faster than your first-grade teacher, and jerks your arms straight as the rear tire grapples for traction. When the tach needle sweeps past 6000 rpm, the exhaust note shifts from a deep rumble to a high-pitched snarl, and the bike leaps forward like a two-wheel rocket sled. Even handicapped by a severe lack of traction at the dragstrip, the Vmax smoked through a 10.922-sec/127.47-mph quarter-mile, which makes this vee-four cruiserbike the all-time king rat of the strip. Still, those numbers can't even *begin* to describe how this bike accelerates. When it comes to street-legal, production motorcycles, nothing, absolutely *nothing,* can touch it in a straight line.



Dicing with sportbikes in the canyons isn't part of the Vmax's mission profile

But blowing by them on the straights is.

That kind of neck-snapping performance comes from an unlikely source, too, because the Vmax's 1198cc liquid-cooled vee-four is based on the motor from Yamaha's full-dress tourer, the Venture Royale. To shift the bias from touring torque to heart-pumping horsepower, Yamaha applied some basic hot-rod techniques. For starters, the Vmax uses higher-lift, longer-duration camshafts, as well as 1mm-larger carburetors than the Venture's 34mm Mikunis. Bigger valves complement those parts, with 29.5mm intakes and 25mm exhausts replacing the Venture's 28mm/24mm combination. To offset the weight of the larger valves, Yamaha shaved the Vmax's valve stems to 5.5mm, compared to the Venture's 6.0mm stems. Weight-saving moves also knocked 16 grams off each piston, and to reduce internal friction at high rpm, Yamaha's street-rod uses thinner piston rings with less tension than the touring bike's rings.

Yamaha beefed up the engine and

Continued

PHOTOGRAPHY © 1985 DAVID DEWHURST

driveline, too, to handle the horsepower increase and keep this monster motor from reducing its internals to twisted shards. In the engine, Yamaha applied a special tempering process to the connecting rods and crankshaft, and upgraded the connecting-rod and main bearings from Venture specs. The stronger components allowed the designers to bump the redline from the Venture's 7500 rpm to 9500 for the Vmax. And to minimize the chance of that tire-shredding horsepower simply shredding the clutch, the engineers gave the bike a higher-rate, diaphragm-type spring to replace the Venture's coil springs. In addition, during the Vmax's development Yamaha found that the breathed-on vee-four's engine braking occasionally would snap the stock Venture final-drive unit like a frozen Pay Day. As a result, the Vmax routes its phenomenal horsepower through a larger-diameter drive shaft and a strengthened final-drive unit.

Producing that shaft-snapping power involved more than simple tuning tricks, though. To take full advantage of the Vmax's 2000-rpm higher ceiling, Yamaha developed what it calls V-Boost, a system that increases the pressure in the intake manifold, using the same principle found in automotive tunnel-ram manifolds. V-Boost consists of a passageway that links the intake manifolds of the front and rear cylinders on each side of the engine. Two servo-operated butterfly valves, one between each cylinder pair, close off the passages at low rpm. But at 6000 rpm, the servo opens the butterflies, until they are fully open when the engine hits 8000 rpm. The open passage allows pressure pulses—created when one cylinder's intake valves close—to travel across the manifold, reaching the other cylinder just as its intake valves open. The increased pressure at the intake valves produces a supercharging effect, and stuffs the cylinder with additional air/fuel mixture. And because, in each pair, only one cylinder at a time is on compression stroke, V-Boost also allows each cylinder to draw mixture from a pair of 35mm CV Mikunis.

What V-Boost does to the Vmax's acceleration, however, isn't so esoteric. At six grand, the bike lunges forward with the force of a bull elephant in rut, and as the tach needle charges toward redline your main concern is not how fast you're going, but how long you can hang on. Once you hit second gear, the national speed limit is shredded beyond recognition, and the bike still is accelerating hard enough to make you leave finger marks in the grips. The Vmax's high-rpm ferocity tells you this motorcycle will not suffer fools.

But at low rpm, the motor's docile nature gives this cruiser an almost Jekyll and Hyde personality. Below 6000 rpm, Yamaha's vee-four feels similar to Honda's V65 engine—torquey, with slightly abrupt throttle response and an off-beat cadence. At low speeds, the motor doesn't feel all *that* strong, but the fierceness of its top-end rush disguises what is actually tub-thumping low-end and midrange. Even Kawasaki's Eliminator, with its hell-for-strong midrange, falls behind the Vmax in top-gear roll-ons from 50 mph. Dropping the Eliminator back into fifth gear keeps the contest close, but only until the Yamaha hits its stride at 6000 rpm. At that point, the party's over; the Eliminator fades into the mirrors as the Vmax waves goodbye.

Unfortunately, when the Vmax hits 6000 rpm you can say goodbye to rear suspension compliance, too, at least in the lower gears. Hard first- or second-gear acceleration slams the rear suspen-

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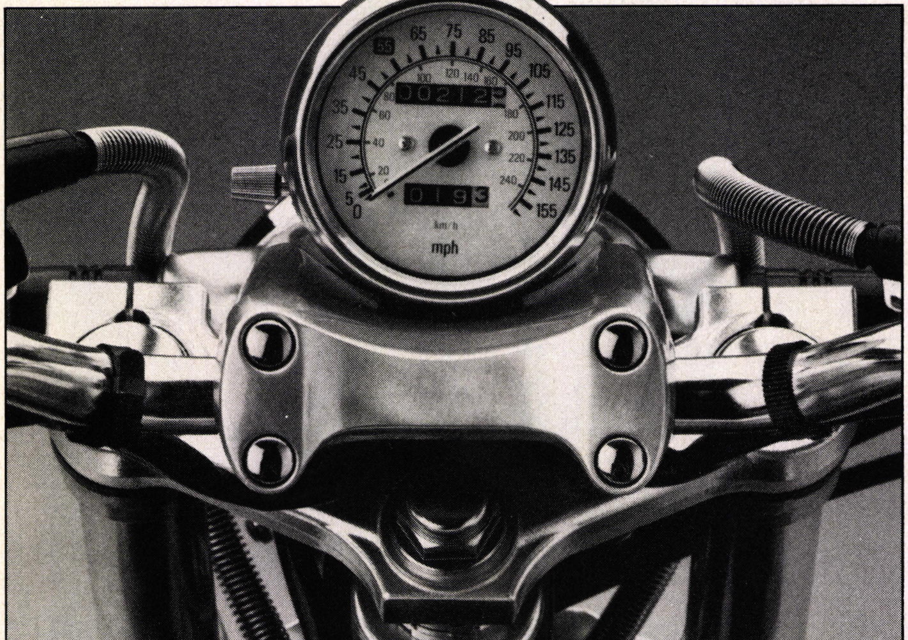
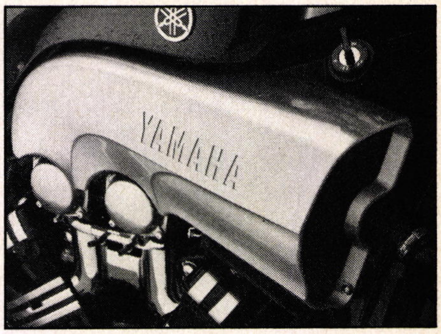


PHOTOGRAPHY © 1985 VIC HUBER

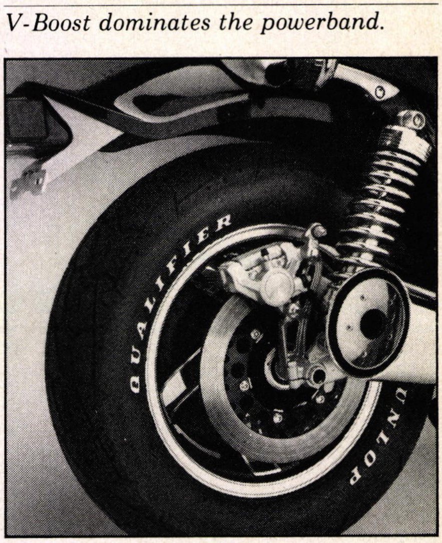
Speedometer holds center stage with Vmax's instruments

But it's what happens at 6000 rpm that holds your attention.



Ersatz air scoops dominate side view

V-Boost dominates the powerband.



Rear shocks lack damping for high speed

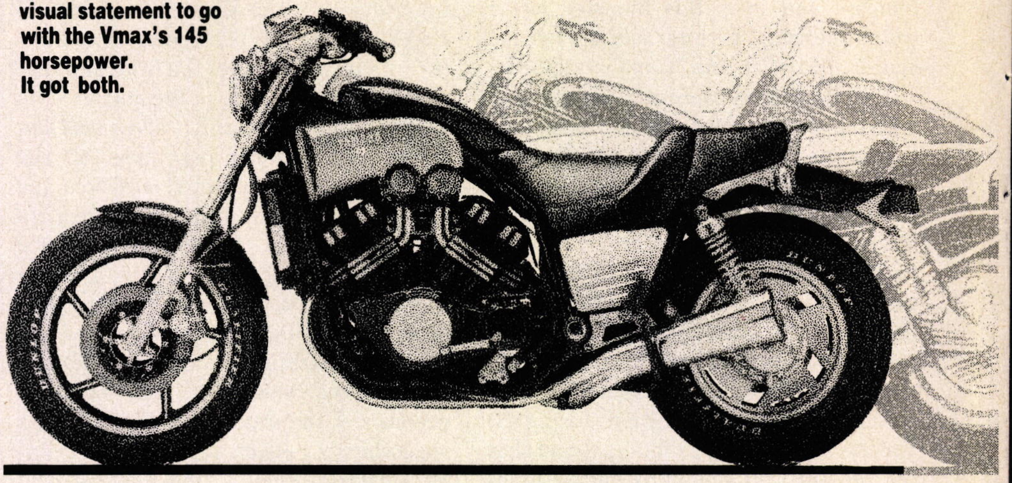
And tire chatter can get you coming down.

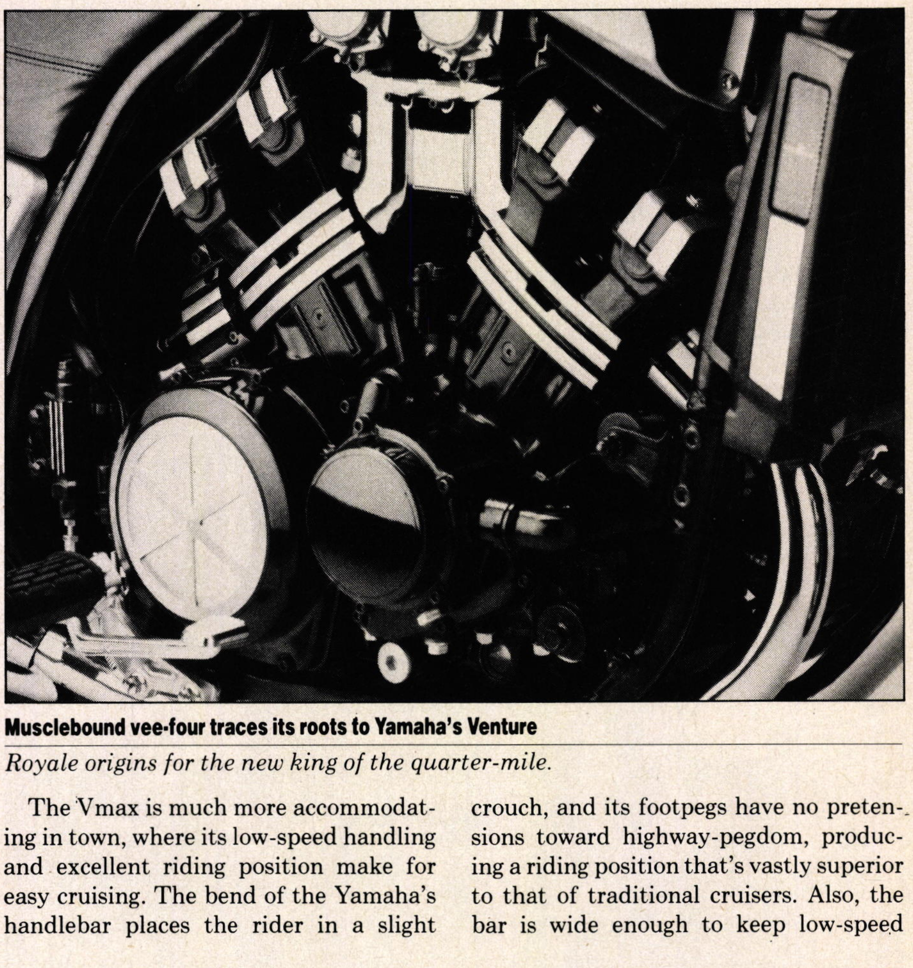
sion to full extension and seems to lock it there. As the rear tire chirps and skitters over the pavement, every minor pavement blemish is transmitted straight through the rear suspension to the seat and footpegs—and the rider.

Dialing the throttle back smooths things out noticeably, although the Vmax's suspension is still far from supple. For a solo rider, Yamaha recommends 6 psi in the fork and No.1 preload on the shocks, and at those settings the Vmax delivers a firm ride. That's particularly true of the Kayaba fork, which doesn't respond quickly enough to absorb sharp-edged bumps or washboard sections. The Vmax hobby-horses over freeway expansion joints, too, as the front and rear suspensions alternate thumping the rider. Dropping fork pressure down to 0 psi helps considerably, but the Vmax's ride never approaches the plushness of traditional boulevard cruisers.

If you expect that stiff-legged suspension to translate to backroad prowess, one fast sweeper will convince you otherwise. Leaning the bike into a corner at speed produces a wallow that no combination of throttle or suspension settings will eliminate. That doesn't mean you can't *change* the oscillation; rolling off the throttle reduces the frequency, and more throttle—or high speed—increases it. But boosting the suspension to its maximum settings (14 psi in the fork, No.4 damping and No.5 preload on the shocks) helps the Vmax's handling only by increasing its cornering clearance; it does nothing to help the stability. In fact, under hard acceleration through bumpy corners, the stiff suspension settings threaten to pitch the bike into a tank-slapper, because the Vmax lacks sufficient damping to handle the higher spring rates. If you're looking for the fast way down a winding road, you can use the motor's Magnum-caliber blast to shoot to the next curve, but the bike tracks through a corner with all the precision of a puppy on a leash.

Yamaha wanted a strong visual statement to go with the Vmax's 145 horsepower. It got both.





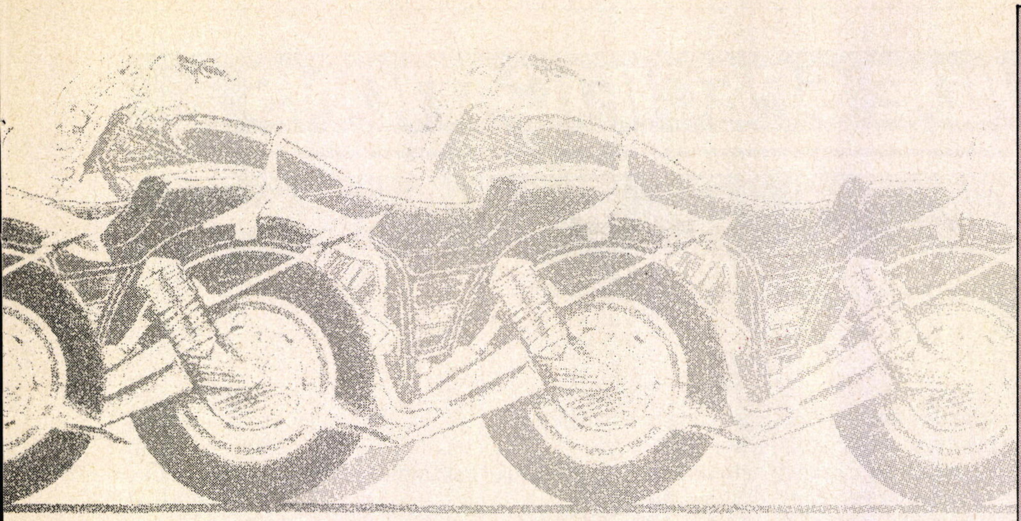
Musclebound vee-four traces its roots to Yamaha's Venture

Royale origins for the new king of the quarter-mile.

The Vmax is much more accommodating in town, where its low-speed handling and excellent riding position make for easy cruising. The bend of the Yamaha's handlebar places the rider in a slight crouch, and its footpegs have no pretensions toward highway-pegdom, producing a riding position that's vastly superior to that of traditional cruisers. Also, the bar is wide enough to keep low-speed

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph, ft.
Yamaha VMX12 Vmax-'85	10.922/127.47	144	596	137
Kawasaki Eliminator-'85	11.405/117.49	134	569	131
Honda V65 Magna-'85	11.440/118.42	142	566	133
Suzuki GV1200GL Madura-'85	11.364/117.18	140	576	131
Yamaha FJ1100-'85	11.002/123.28	145	543	138
Suzuki GS1150ES-'84	11.268/122.44	148	542	122



steering from becoming a wrestling match; a good thing, given the Vmax's Sumo-class 596 pounds. Coupled with its relatively low *cg* and low seat height, the Vmax's ergonomics make around-town riding a snap, even for shorter riders.

Where the riding position comes up short—literally—is in the seat. The filler for the underseat fuel tank sits right smack in the middle of the saddle, hidden by a thick, pivoting bolster. And every time you try to move back, that upholstered aberration is exactly where *you* want to be, which becomes especially annoying when the saddle's too-soft cushioning produces a gnawing case of numbbutt. While you'll be thankful for that backstop when the Vmax swings into V-boost, at any other time you'll curse the thing's very existence.

You'll also curse the Vmax's transmission, every time you miss an upshift. The Yamaha demands a firm boot at the shift lever during full-throttle acceleration; a casual stab almost guarantees a missed shift. The Vmax won't tolerate a lack of finesse on downshifts, either. Unlike the clutches in Kawasaki's Eliminator or in some Honda vee-fours, the Vmax's clutch is not designed to slip under deceleration. Mismatching engine rpm on a downshift—or even snapping the throttle close at high rpm in first or second—can momentarily lock up the rear wheel and chatter the tire for several heart-stopping yards before regaining traction.

Using the rear brake under those conditions increases the chance of locking the wheel, and that's particularly disturbing because the brake lacks feel. Fortunately, the dual front-disc setup is up to the task of stopping 700-plus pounds of bike and rider, and despite a slightly spongy feel at the lever, the brake is fairly easy to modulate. Hard stops produce a good deal of nose dive, though; anti-dive units are considered sportbike regalia, so as a concession to styling, the Vmax's fork lacks any such devices.

In fact, the Vmax lacks *any* device that might garble its single-minded message. This is the doomsday weapon of urban-assault vehicles. What other bikes do with handling or brakes, the Vmax does with sheer, ass-kicking horsepower. And it backs up its performance with one of the boldest visual statements ever to roll down an American alley.

That statement cannot be ignored, because what the Vmax does best—compressing time and space into neat, 10-second/¼-mile packets—no other production streetbike can approach. When it comes to addressing the chosen few, this motorcycle speaks seductively, straight to the heart of horsepower addicts from New York to LA. For those who understand the language and worship straight-line acceleration above all else, the Vmax's message is as subtle as a drunk's insult. And when the Vmax entices you with its adrenaline-pumping rush, its eloquence is impossible to resist. Because above all, when the Vmax talks, people *listen.* ●

Nits:

- Ignition-switch is awkwardly placed.
- Fork lock's position makes it difficult to use.
- Fuel-filler location makes it difficult to watch fuel level when gassing up.
- Location of instrument panel requires you to take your eyes off the road to check tachometer, temperature gauge or warning lights.
- Carburetor-mounted choke is inconvenient to use.

Picks:

- Handlebar-mounted reserve switch is convenient.
- Warning lights for low fuel and oil levels are accurate.

Ride Review

• Yamaha, you can't fool me! I know what the Vmax *really* is: A downsized, two-wheel version of my long departed Olds 442. Sure, the 145-horsepower Max-missile has Yamaha's name on the engine, but there's plenty of the Olds' 455-cubic-inch character present. From the tire-smoking, arm-straining acceleration to the throaty intake roar, the sensations are the same.

Forget that the Olds needed nearly *seven times* the displacement to produce the Vmax's style of seat-puckering acceleration, or that even the trick W-30 442 was about as sophisticated as a spoon. That's where the Vmax clearly differs: There's nothing old-fashioned about its vee-four engine. And I can't think of anyone wanting more power. Then again, I always wondered what the Olds would do with a cam and a. . . .

—Marc Cook

• Here in the '80s, everyone's got his own private solution to stress, be it scientology, jogging or isolation tanks. And that's fine for some people. Me? I prefer *horsepower,* because there's nothing like a full-throttle blast through every gear of the biggest, fastest road-burner in captivity to blow out the cobwebs and restore the soul. And Yamaha's Vmax would seem to be just the ticket.

But not for me. The Vmax introduces some stress of its own, in the form of an uncomfortable saddle, poor ride quality and handling that won't set your mind at ease on the backroads. Those things undermine the very therapeutic value I *need* from such a bike. So I reckon I'll have to conduct my self-help sessions on the slower FJ1100. I'll just have to bear up under the strain. *—Charles Everitt*

• You won't get *me* to defend the styling of Yamaha's Vmax. As far as I'm concerned, the Vmax was whipped maliciously with an ugly stick. There's not a graphic line on this thunderbike that captivates me, because pieces of chrome and aluminum appear to be splattered on with a callous disregard for taste.

But I still like Yamaha's new musclebike, because it embodies the very essence of American hot-rodding, be it on two wheels or four: The engine rumbles and snorts, even at idle, and its manners only get rowdier as the V-Boosts's jaws open at full throttle. And it's the Vmax's engine—more than the styling—that makes the bike a true hot-rod. Because when it comes to American hot-rodding, styling—no matter how glitzy or overdone—takes a backseat to horsepower. Every time.

—Dain Gingerelli

CYCLE GUIDE SPECIFICATIONS

Yamaha VMX12 Vmax

street

IMPORTER: Yamaha Motor Corp. U.S.A., 6555 Katella Ave., Cypress, California 90630

SUGGESTED RETAIL PRICE: $5299

ENGINE

Type	liquid-cooled four-stroke 70 degree tandem vee-four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	76.0mm x 66.0mm
Displacement	1197.6cc
Compression ratio	10.5:1
Engine redline	9500 rpm
Carburetion	four 35mm Mikuni constant-vacuum
Air filter	disposable paper element
Lubrication	wet sump
Starting system	electric only
Ignition	transistorized breakerless
Charging system	12-volt; 350-watt alternator, voltage regulator/rectifier, 16-ampere-hour battery

DRIVETRAIN

Primary drive	straight-cut gears; 1.776:1 ratio
Clutch	wet, multi-plate
Transmission-to-driveshaft drive	spiral-bevel gears; 0.778:1 ratio
Driveshaft-to-rear-wheel drive	spiral-bevel gears; 3.667:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.529	12.814	5.82
II	1.773	8.983	8.30
III	1.348	6.830	10.91
IV	1.077	5.457	13.66
V	0.929	4.707	15.83

SUSPENSION/WHEEL TRAVEL

Front	Kayaba air-spring, 40mm stanchion tube diameter/ 5.0 in. (127mm)
Rear	dual Kayaba shocks, 5-position adjustable spring preload, 4-position adjustable rebound damping/3.7 in. (95mm)

BRAKES

Front	dual double-action hydraulic calipers, 10.9-in. (278mm) effective disc diameter
Rear	double-action hydraulic caliper, 11.1-in. (281mm) effective disc diameter

TIRES

Front	110/90V18 Dunlop Qualifier F17 tubeless
Rear	150/90V15 Dunlop Qualifier K525 tubeless

DIMENSIONS AND CAPACITIES

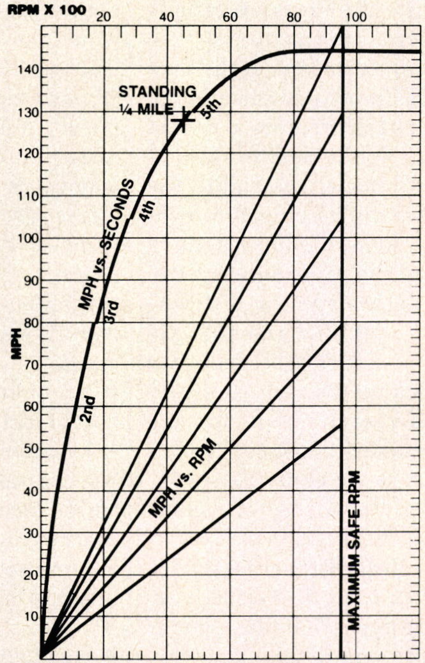
Weight	596 lbs. (270.3kg)
Weight distribution	45.8% front, 54.2% rear
Gross vehicle weight rating (GVWR)	1100 lbs. (499kg)
Load capacity (with full fuel tank)	479 lbs. (217kg)
Wheelbase	62.8 in. (1595mm)
Seat height	30.9 in. (786mm)
Handlebar width	28.0 in. (710mm)
Footpeg height	12.8 in. (326mm)
Ground clearance	5.7 in. (145mm), at exhaust crossover
Steering head angle	29.0 degrees from vertical
Front wheel trail	4.69 in. (119mm)
Frame	tubular mild steel, double front downtubes
Oil capacity	5.0 qt. (4.7*l*)
Fuel tank	steel, 4.1 gal. (15.5*l*), including 0.4 gal. (1.5*l*) reserve
Instrumentation	speedometer, odometer, tripmeter resettable to zero, coolant temperature gauge

PERFORMANCE

Fuel consumption range	23 to 32 mpg (10 to 14 km/*l*)
Average fuel consumption	28 mpg (12 km/*l*)
Cruising range, maximum	94 to 131 miles (151 to 211km)
Cruising range, reserve only	9 to 13 miles (14 to 21km)
Speedometer error, 30 mph indicated	29 mph actual
Speedometer error, 55 mph indicated	54 mph actual
Best 1/4-mile acceleration	10.922 sec., 127.47 mph (205 km/h)
Top speed (observed)	144 mph (232 km/h)
Stopping distance from 30 mph	31 ft. (9.4m)
Stopping distance from 60 mph	137 ft. (41.8m)

WARRANTY: 12 months, unlimited mileage

AVAILABLE COLORS: Deep Scarlet; Dark Amethyst



All weight and measurements are taken with machine unladen and fuel tank empty.

RK SMOKES THE COMPETITION

ACCEL
VANCE HINES RACING

VANCE & HINES and RK CHAIN

STANDARDS THAT SET THE RECORDS

When Vance is at the starting line and the ground underneath is shaking, and his nitro top fueler is crackling and spitting fire waiting for the Christmas tree lites to go off, the last thing Terry needs to worry about is his chain.

That's why when it comes to "smokin-it" Vance & Hines rely on RK's legendary strength. And like RK, Terry and Byron believe that there are no short cuts to success. The same dedication and commitment to excellence that took them to their record drag racing championships are put into every chain that RK makes.

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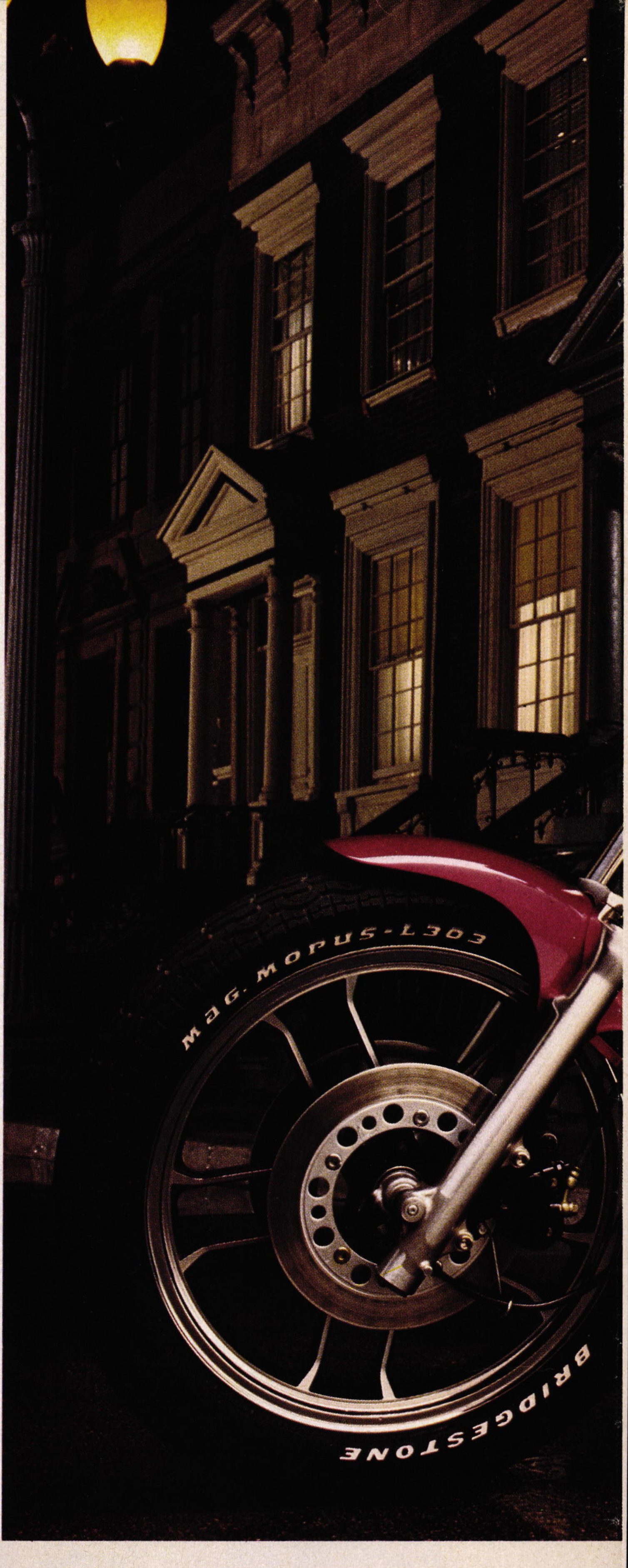
Style is an empty promise without power to back it up.

That's why we made sure the Shadow™ and the Shadow™ 500 deliver everything their classic styling promises.

The Shadows' narrow profile V-twin engines are all muscle. With our exclusive offset dual-pin crankshaft design, liquid-cooling and our unique three-valve twin-plug cylinder heads, they produce tremendous pulling power from idle, all the way to redline. The kind of power you need to roll with traffic. Or leave it behind you.

And you can say goodbye to most maintenance, thanks to a hydraulic clutch, shaft drive, solid state ignition and the Shadow's Hydraulic Valve Adjusters.

The Shadow and the Shadow 500. Guts. Not just glitter.



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RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed

HONDA
Shadow
HONDA
BRIDGESTONE
US-G508

and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

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A Nolan man might be talked into almost anything before he'll ever be talked out of his N33.

What makes a Nolan owner so stubbornly attached to his helmet? You'll know the moment you try one on. The N33 immediately becomes a restful solitude of quiet; a haven of uncanny comfort. From that moment on, the helmet will become part of you.

As will these other N33 temptations. The luxurious Lexan shell with its sleek aerodynamic profile. The Venturi type ventilation system. Four-position, quick-change visor. And padded chin strap.

The Nolan N33. Isn't it time you got it on.

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OFF-ROAD

Monthly Proof that Man Does Not Live by Tarmac Alone

8
KTM
74
SAVINO

From Knobs to Knubs

• Dan Ashcraft and Dan Smith began the 1985 off-road racing season where they left off last year—as winners. Husqvarna's "Dan-am-ic Duo" won the SCORE International Parker 400, beating their four-stroke-mounted Husky-mates, Larry Roeseler and Kurt Pfeiffer, by about four minutes.

The Parker win didn't come easy, though, and the California riders almost rode the tires off their XC500. As Ashcraft explained after the race, which included two-lap loops in California and Arizona, "We ran the same tires on both (Arizona) laps. They were bald at the finish—no knobbies on those tires anymore." —*Dain Gingerelli*

Two Will Get You Won

• When you consider the finish-ratio of car and truck entrants, the odds were in favor of a motorcycle winning the SCORE Parker 400. Of 281 cars and trucks that started, only 101 finished (36 percent). But more than *half* (23 of 42) of the bikes completed the 400-mile race.

The group with the best finishing record, though, was three-wheel ATVs, which boasted a 72 percent (26 of 36 starters) finish rate. Still, in all fairness to the other competitors, it's worth mentioning that the three-wheelers raced on a shorter course, reducing the chances of mechanical failures.

—*Dain Gingerelli*

Hurricane III

• Surely you remember Bob Hannah; during his youth, he was known as the Hurricane. Unlike nature's hurricanes, though, Hurricane Hannah was thoroughly predictable; he almost always won. The Hurricane nearly blew itself out some years ago after a serious water skiing accident. Yet he stormed back in 1983, serving notice that he was still a powerful force to be reckoned with in American motocross.

But Hannah began 1985, his final year with Honda, on a sour note. He failed to transfer to the Mains at the first two Supercross races—San Diego and Anaheim—and it appeared the wind had finally blown out of his sails. Until Seattle, that is, the third and fourth stops on the SX calendar. Suddenly, the Hannah of old was back. After a bad start which ultimately left him in seventh-place at the finish for the first moto, Hannah breezed back to finish fifth in the second, putting him sixth overall on Friday night. Saturday's race went even better, and he finished the day with a combined 6-3 for a fourth overall.

Seattle wasn't a win for Hannah, but it was a step in the right direction. And as the Hurricane has proven so many times before, when he senses victory, there's not much that can hold him back. —*Dain Gingerelli*

Milking The Kaw For All She's Worth

• During the final moto at the Seattle Supercross, Kawasaki rider Mark Barnett appeared to have second-place wrapped up, only to have his bike's chain break on the final lap. With only about 100 yards left to go, Barnett didn't waste any time in getting off his green machine and literally pushing it to a fifth-place finish. His last-lap struggle included a grueling uphill stretch to the finish line.

It was a Herculean effort, the kind that makes champions. After the race, Barnett said, "The first thing I thought was to push it across the line. It's still a long season, and at least it wasn't a DNF. I felt real good; every time I ride the bike I get stronger and stronger."

In that particular instance, though, Barnett got stronger in a way he didn't bargain for.

—*Dain Gingerelli*

PRODUCT EVALUATION:

Sidi Carla Motocross Boots

Puttin' on the 'Qvists.

• Any motocrosser worth his weight in fresh loam knows the abuse that racing dishes out, and he gets reminded with every rocky roost and every endo. And one of the most vulnerable areas are his feet and lower legs; he needs protection, but he needs feel, too. Tennis shoes, for example, just won't do, and neither will encasing his lower leg solidly in plastic.

Continued

But Sidi's Carla boots—named for Hakan Carlqvist, the Open-class world champion who helped develop them—try to balance those requirements. The Carlas are similar to Sidi's own Super Pro boots: They're both basically leather boots with heavily padded molded-plastic shin guards, and Sidi's one-pull speed-lacing system that makes getting the Carlas on as easy as slipping into your favorite pair of running shoes. Getting them off is just as simple, thanks to three, large Velcro-backed tabs, another carry-over from the Super Pros.

One area where the two boots differ, though, is in the soles. For example, the Carla's use what Sidi calls a "ratchet" design, with broad, staggered cleats in place of the SP's smooth soles. There are hard rubber inserts in the soles, too, to help grip a bike's footpegs. The Carlas even take the SP's protection formula a step farther, by incorporating layers of plastic around the ankles and over the toes and instep, offering coverage that almost approaches that of an all-plastic boot.

Those additional plastic panels contribute to a lack of flexibility and control-feel that rivals that of an all-plastic boot, too. In fact, the Carlas still felt stiff after several rides, making them less comfortable to wear for a whole day than many other boots. Even so, in the Carlas case that stiffness translates into a high degree of protection. And for most motocrossers, that virtue, combined with the sole design and easy on/off capability, make Sidi's Carlas worthy of serious consideration.

—Paul Van Zuyle

Sidi Carla Motocross Boots

Importer: Cosmopolitan Motors Inc., Dept. CG, 301 Jacksonville Road, Hatboro, Pennsylvania 19040
Suggested retail price: $169.95
Sizes: 6-15, in half sizes
Available colors: blue-and-white red-and-white, black-and-yellow

QUADRACER
FULL FLOATER

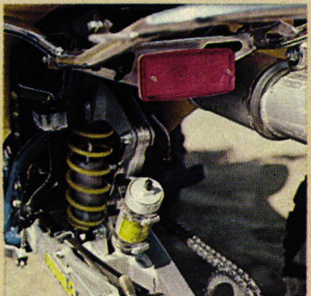
ATV TEST:

Suzuki LT250R Quadracer

When two pair beat three of a kind.

BY MARC COOK

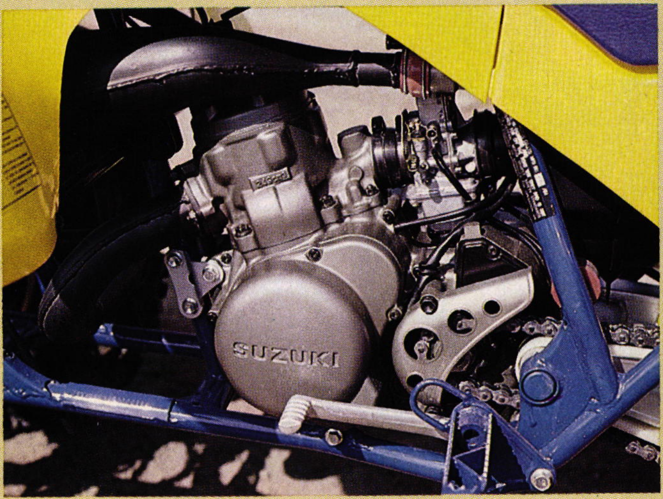
• Saying Suzuki's Quadrunners are a sales success is one of the great understatements of our time. But while Suzuki was busy selling boatloads of its utility-oriented four-wheelers, ATV enthusiasts were asking: Where's the racing version? Finally there's an answer, and it's called the LT250R Quadracer. Unlike previous LTs, the 250R is a dead-serious racing device, and it shares many of the features found on the firm's RM motocross machines.



Yet one thing the Quadracer doesn't share with any RM is its engine. The LT's powerplant does resemble an RM250's, and they're both liquid-cooled single-cylinder two-strokes with five-speed gearboxes. That's about as close as the two get, though, because the LT's counterbalanced 249cc motor has its roots in Suzuki's domestic dual-purpose bikes, not the RMs. The LT's performance betrays the motor's dual-purpose origins, too, because the Quadracer concentrates its power in the low-end and midrange. That means the Suzuki can chug through corners at low rpm without complaint, and makes it all but impossible to fall off the powerband.

You can, however, fall off the powerband by going over the top; the price for the LT's wonderful, berm-churning torque is a lackluster top-end surge. True, the motor revs willingly, and it can pull fairly high revs when prodded, but it's much happier to be used in its strong low- and mid-rpm range. That's not to call the LT250R slow; in fact, the Quadracer positively cleans house on any other four-wheel ATV, and can run knob-to-knob with unmodified 250cc three-wheelers.

QUAD RACER
250
SUZUKI



RACER
250
SUZUKI

But where the Quadracer clearly outshines three-wheelers is in stability. With the added footprint of its fourth wheel, the LT can flat fly over rough terrain, and charge into corners at speeds that would make most three-wheeler riders blanch. LT-R riders can get pointed into those corners with little effort, too. The Quadracer turns remarkably well, without forcing you to slide the rear end around—something that's an absolute necessity on three-wheelers. Plus, the LT is superbly stable on smooth, TT-style tracks, all the way up to its 64 -mph top speed.

The LT owes much of its smooth-track prowess to its high-class suspension. At the rear, there's a single-shock Full Floater system similar to that used on Suzuki's RMs, with adjustable preload and four-position-adjustable rebound damping. Most riders will want a No. 0 position on that adjuster, though, because even at its lightest setting the shock provides excessive rebound damping, which causes the rear end to pack down over a series of whoops. Otherwise, the system works well: Harsh jolts rarely find their way to the rider, and the LT refuses to bottom even during brutal landings.

Up front, the performance of the LT's double A-arm suspension neatly matches that of the Full Floater rear end, absorbing sharp impacts and large bumps without drama. And because the Quadracer's floatation-type tires flex, they offer a few extra inches of lightly sprung (and relatively undamped) travel, so that few of the smaller jolts ever get to the chassis. That tire-flex, though, undermines the LT's capabilities on rough, hard-packed surfaces; the tires bounce over square-edge bumps and irregularly spaced ruts, making it difficult to steer the Quadracer with accuracy.

On smoother surfaces, the front end stays planted, so you can take advantage of the LT's quick steering and its powerful hydraulic disc brakes, which can stop the Quadracer quickly, even from racing speeds. It's in sand, though, that the Quadracer really hits its stride: The soft tires' generous footprints provide remarkable steering response and surprising traction. There, the Quadracer can be ridden harder and longer than three-wheel ATVs, largely because of its superior stability and precise steering.

Those attributes combine with the Quadracer's tractable engine to make this Suzuki the very thing ATV enthusiasts were asking for, and more. The LT250R is the best ATV yet for racing—far better than Suzuki's more utilitarian Quadrunners. And as for three-wheel ATV racers, they probably wish they'd never asked. ●

SUZUKI LT250R QUADRACER

Importer: U.S. Suzuki Motor Corp.
3251 East Imperial Highway
Brea, California 92621

Category	ATV
Suggested retail price	$2299
Engine type	liquid-cooled two-stroke vertical single
Port arrangement	one piston-controlled intake, one reed-valve-controlled intake, six transfers, one exhaust
Bore and stroke	70.0mm x 64.8mm
Displacement	249.4cc
Compression ratio (corrected)	7.2:1
Carburetion	one 32mm Mikuni rectangular-slide/needle
Gearbox	5-speed
Front suspension/wheel travel	independent, dual Kayaba shocks, 5-position adjustable spring preload/7.2 in. (184mm)
Rear shock/wheel travel	single Kayaba shock, 4-position adjustable rebound damping, 12mm spring preload range/8.1 in. (206mm)
Weight	326 lbs. (718.7kg)
Wheelbase	50.6 to 51.7 in. (1286 to 1314mm)
Track width, front/rear	36.2 in. (920mm)/33.5 in. (850mm)
Seat height	31.4 in. (798mm)
Top speed (observed)	64 mph (103 km/h)
Warranty	none
Available color	yellow only

Continued

TRACK TEST:

Suzuki RM125

Taking the subtle approach to winning.

BY DAVID DEWHURST

• For years now, progress in motocross machinery has been measured in seven-league strides. In fact, if a motocross weapon doesn't get redesigned from stem to stern *annually,* then it's just assumed the bike won't be able to get within shooting distance of the competition. Not everyone subscribes to that theory, though. Sometimes progress can be made in inches, and a series of subtle—yet significant—changes can accomplish more than a radical redesign. Suzuki, for example, has taken the subtle approach with its latest RM125; apart from a new front disc brake and a few seemingly minor tweaks to the engine and suspension, it's virtually a clone of the '84 RM. But after just one short lap, you'll find that it feels like an all-new motorcycle.

And the most noticeable difference can be felt in the motor's powerband. Last year's RM was a peaky high-revver, with less midrange and low-end power than any other 125 around. For '85, though, Suzuki has transformed the bike into a midrange torquer that simply signs off at high rpm. In part, that dramatic change stems from the addition of a 34mm rectangular-slide Mikuni carburetor—2mm-larger than the '84's—and slightly shorter intake duration. Plus, Suzuki replaced the old domed piston with a flat-top piston, which contributes to a slightly lower compression ratio, down to 8.5:1 from 8.8:1. Suzuki claims the flat-top design is stronger, and that it improves performance by reducing the combustion chamber's surface area to which heat—and thus power—can be absorbed.

Those changes are practically invisible, but their effects are as apparent as the motor's new coat of gold paint; they shift the power peak way down the rev range. There's *still* not much low-end power, yet once the engine hits its midrange stride, the '85 RM is almost as fast as the '84 version. The altered power characteristics make this RM easier to ride than last year's bike, too, because it requires less clutch-fanning and a generally less-frenzied approach to go fast. Most racers will get on better with the new powerband, but more-aggressive experts probably will want a return to the old RM's high-revving habits. And those go-fast guys will be happy to know that an aftermarket pipe can accomplish that goal without slicing out much of the '85's midrange punch.

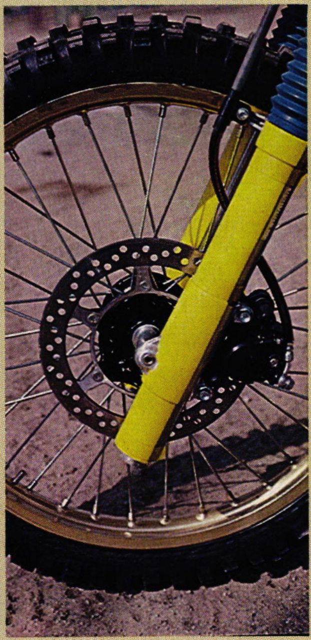
Out of the crate, though, everyone other than top experts will, as Suzuki intended, ride faster with the new all-gold motor. And there's nothing else about the 125 engine that could slow them down. Suzuki has honed the little RM powerplant to a very keen edge, with a stout clutch that's easy to modulate, and a gearbox that shifts with precision.

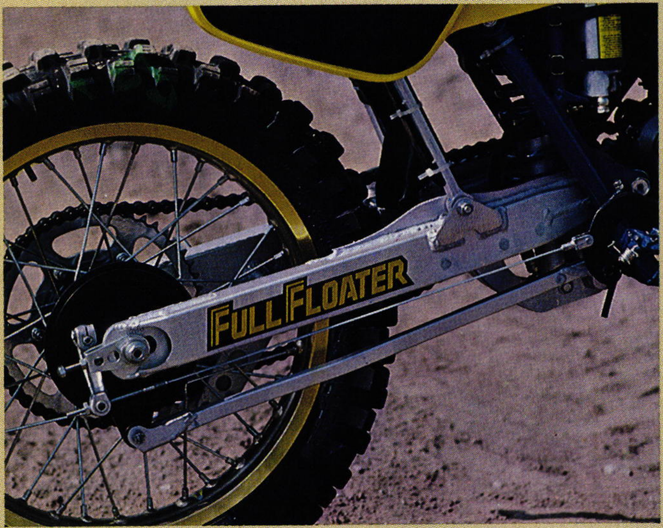
Suzuki engineers also refined the RM's already excellent suspension package, adding a wider range of settings to suit almost any rider that throws a leg over the bike. The rear shock, for example, now has a slightly stiffer spring, a choice of 17 compression-damping settings (13 more than in '84) and 21 rebound-damping settings (17 more than last year's). The fork offers a far greater range for compression-damping adjustment, as well. And once you get the suspension dialed in, the Suzuki can handle almost any track surface you'd care to name. Everything—from washboard whoops to square-edge holes—seems to disappear under the RM.

Unfortunately, the bike's steering characteristics don't match the suspension's high standards of performance. In a straight line the RM does feel perfectly stable, but it steers slowly in tight turns, and sometimes pushes the front end. Suzuki claims that mounting a fatter front tire helps cure the pushing problem, and that bolting on a set of RM250 triple clamps quickens up the steering a lot. Still, it's difficult to understand why Suzuki didn't make those changes, and until *you* spend the money to do the job yourself, the competition will out-turn you in the tight stuff.

Some riders will beat you going *into* turns, too, because the RM lacks the stopping power of other 125s—at least our test bike did. Admittedly, the Suzuki's new front disc setup offers excellent feel and is much stronger than the drum brake it replaces. But when it comes down to Lord-help-me braking tactics, the RM doesn't measure up. Suzuki spokesmen said the problem was caused by air in our test bike's brake line, yet repeated bleeding of the system failed to make a significant improvement.

In some respects, then, Suzuki's light-touch approach could have gone a little farther. Even so, though, the RM125 remains an impressive achievement, because while it's a significant improvement over the '84 RM for most riders, it won't make pros feel shortchanged. Ultimately, the RM proves that radical redesign isn't the *only* way to stay competitive, and that winning—like progress—still can be measured in inches. ●





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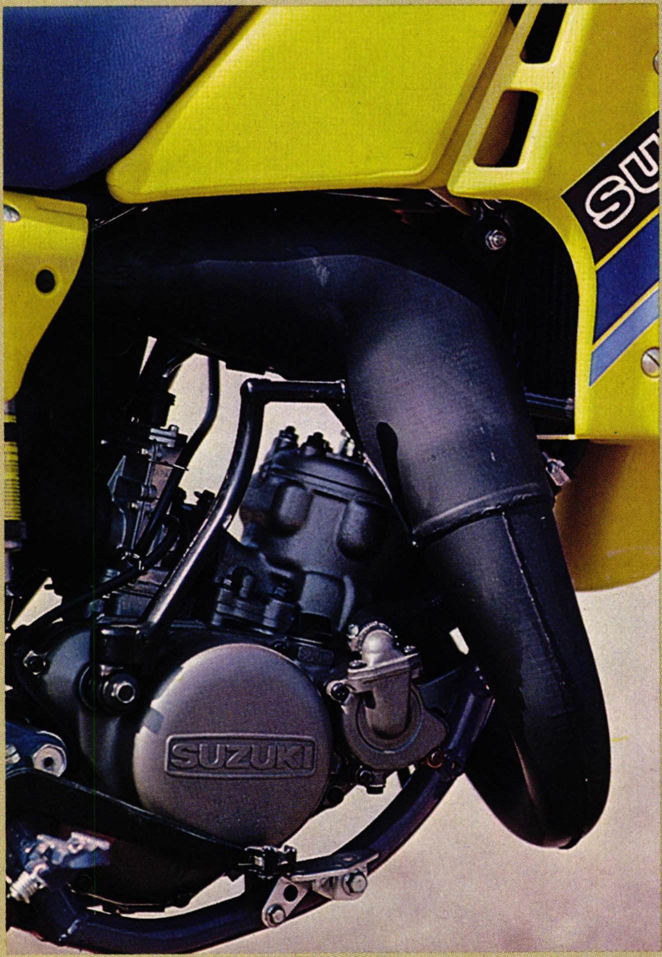

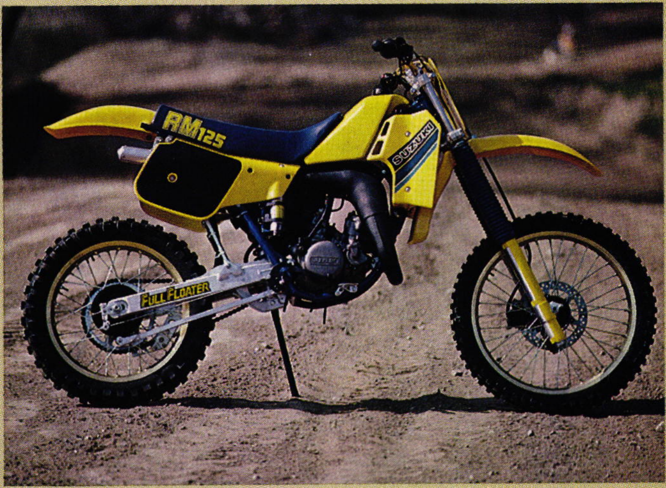

SUZUKI RM125

Importer: U.S. Suzuki Motor Corp.
3251 East Imperial Highway
Brea, California 92621

Category	motocross
Suggested retail price	$1949
Engine type	liquid-cooled two-stroke vertical single
Port arrangement	one piston-controlled intake, one reed-valve-controlled intake, six transfers, one exhaust
Bore and stroke	54.0mm x 54.0mm
Displacement	123.7cc
Compression ratio (corrected)	8.5:1
Carburetion	one 34mm Mikuni rectangular-slide/needle
Gearbox	6-speed
Front fork/wheel travel	Kayaba air-spring, 43mm stanchion tube diameter, 16-position adjustable compression damping/11.4 in. (289mm)
Rear shock/wheel travel	single Kayaba shock, 17-position adjustable compression damping, 21-position adjustable rebound damping, 24mm spring preload range/11.8 in. (299mm)
Weight	202 lbs. (91.6kg)
Wheelbase	57.6 to 58.9 in. (1462 to 1497mm)
Seat height	37.0 in. (939mm)
Steering head angle	29.0 degrees from vertical
Front wheel trail	4.84 in. (123mm)
Top speed (observed)	66 mph (106 km/h)
Warranty	none
Available color	yellow only

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MV85S15RWL	$90.95	MT90S16RWL	$70.95
MT90S16	$75.95	MR90S18RWL	$65.95
MU90S16RWL	$82.95	MM90H19	$60.95
MT90S17	$71.95		
MP90H18	$66.95		

K-391 SPORT ELITE

Rear		Front	
120/90V16	$58.95	100/90V16	$55.95
120/90V16RWL	$71.95	120/80V16	$55.95
130/90V16	$66.95	120/90V16	$58.95
130/90V16RWL	$76.95	100/90V18Rib	$49.95
150/80V16	$79.95	100/90V18RibRWL	$60.95
130/90V17	$64.95	110/90V18	$53.95
130/90V17RWL	$78.95	110/90V18RibRWL	$64.95
140/80V17	$70.95	100/90V19	$54.95
110/90V18	$53.95	100/90V19Rib	$54.95
120/90V18	$60.95	100/90V19RibRWL	$67.95
120/90V18RWL	$73.95		
130/80V18	$66.95		
130/90V18RWL	$81.95		
100/90V19	$54.95		

K-391 RACE COMPOUND

Rear		Front	
150/80V16	$98.95	100/90V16	$66.95
130/90V17	$79.95	120/80V16	$67.95
140/80V17	$87.95	120/90V16	$72.95
110/90V18	$65.95	110/90V18	$65.95
120/90V18	$74.95	100/90V19	$67.95
130/90V18	$82.95		
140/80V18	$88.95		
100/90V19	$67.95		

PIRELLI

MT-28 PHANTOM+1 / MT-29 PHANTOM+1

Rear		Front	
120/80V16Front	$63.95	100/90V16	$59.95
120/90V16	$62.95	110/90V16	$60.95
130/90V16	$70.95	100/90V18	$53.95
120/90V17	$65.95	110/90V18	$56.95
130/90V17	$68.95	100/90V19	$58.95
110/90V18	$58.95	325V19	$58.95
350V18Front	$55.95	350V19	$60.95
375V18Front	$56.95		
400V18	$60.95		
120/80V18	$62.95		
120/90V18	$64.95		
130/80V18	$70.95		
350V19 Front	$61.95		

MT-28 RACE / MT-29 RACE

MT-28 RACE		MT-29 RACE	
150/80V16	$76.95	100/90V19	$67.95
130/90V17	$70.95		
140/80V17	$80.95		
120/80V18	$66.95		
120/90V18	$66.95		
130/80V18	$80.95		
140/70V18	$89.95		
140/80V18	$84.95		

MP-7 RADIAL

Rear		Front	
150/80VR16	$93.95	120/80VR16	$74.95
140/80VR17	$93.95	100/90VR18	$74.95
130/80VR18	$93.95	100/90VR19	$74.95

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TOURING

SE-22 H-RATED / SE-21 H-RATED

Rear		Front	
140/90H15RWL	$66.95	130/90H16RWL	$62.95
150/90H15RWL	$72.95	100/90H18	$44.95
130/90H16	$57.95	110/90H18	$48.95
130/90H16RWL	$62.95	110/90H18RWL	$53.95
140/90H16RWL	$67.95	120/90H18RWL	$57.95
130/90H17	$58.95	90/90H19	$47.95
130/90H17RWL	$64.95	90/90H19RWL	$52.95
110/90H18	$53.95	100/90H19	$50.95
120/90H18	$55.95	100/90H19RWL	$55.95
130/90H18	$60.95	110/90H19	$52.95
130/90H18RWL	$66.95	110/90H19RWL	$57.95

SPORT

SE-02 'V'RATED / SE-01 'V'RATED

Rear		Front	
150/80V16	$80.95	100/90V16	$60.95
130/90V17	$70.95	120/80V16	$69.95
140/80V17	$75.95	100/90V18	$53.95
120/90V18	$66.95	110/90V18	$58.95
130/80V18	$71.95	100/90V19	$48.95
140/80V18	$79.95		

METZELER

ME-99 Rear / ME-33 LAZER

ME-99 Rear		ME-33 LAZER	
130/90V16	$64.95	100/90H16	$57.95
MT90H16RWL	$70.95	120/80V16	$64.95
140/90V16	$70.95	130/90H16	$66.95
140/90H16RWL	$75.95	130/90H16RWL	$72.95
150/80V16	$76.95	100/90V18	$60.95
120/90V17	$66.95	110/90V18	$64.95
130/90V17	$68.95	120/90H18	$64.95
140/80V17	$73.95	120/90H18RWL	$70.95
400V18	$58.95	MJ90H19RWL	$60.95
425/85V18	$64.95	325V19	$60.95
120/90V18	$66.95	350V19	$64.95
130/80V18	$70.95		

ME-99 RACE / ME-33 RACE

ME-99 RACE		ME-33 RACE	
130/90V16	$72.95	100/90V16	$64.95
150/80V16	$87.95	120/80V16	$72.95
130/90V17	$79.95	100/90V18	$68.95
140/80V17	$87.95	110/90V18	$72.95
110/90H18	$72.95	325V19	$68.95
425/85V18	$72.95	350V19	$72.95
120/90V18	$73.95		
130/80V18	$79.95		
150/70V18	$87.95		

Continental

TK-44 Rear		TK-22 Front	
120/90V16	$64.95	100/90V16	$56.95
130/90V16	$75.95	100/90V18	$50.95
130/90V16RWL	$86.95	110/90V18	$58.95
140/90V16RWL	$75.95	120/90V18RWL	$60.95
130/90V17	$71.95	325V19	$58.95
130/90V17RWL	$78.95	350V19	$60.95
400V18	$63.95	350V19RWL	$69.95
425/85V18	$67.95	100/90V19	$62.95
130/90V18	$68.95		

MICHELIN

M-48 Rear		A-48 Front	
130/90H16	$62.95	100/90H16	$50.95
130/90H16RWL	$72.95	110/90V16	$54.95
140/90H16	$68.95	120/80V16	$50.95
140/90H16RWL	$77.95	90/90H18	$43.95
150/80V16	$67.95	100/90V18	$56.95
120/90H17	$59.95	110/90V18	$65.95
130/90V17	$66.95	120/90H18RWL	$71.95
110/90H18	$59.95	90/90H19	$44.95
120/90V18	$66.95	100/90V19	$62.95
130/80V18	$68.95	110/90H19RWL	$69.95

HI-SPORT

TG-22 Rear		TF-11 Front	
160/60V17	$106.95	120/70V16	$ 78.95
130/70V18	$ 91.95	100/80V18	$ 76.95
140/70V18	$ 96.95	110/80V18	$ 84.95
160/60V18	$106.95		

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Rear		Front	
MU90-15	$55.95	MR90H-18	$59.95
MU90-15RWL	$59.95	MR90H-18RWL	$62.95
MT90H-16	$64.95	MM90H-19	$51.95
MT90H-16RWL	$68.95	MM90H-19RWL	$55.95
MU90H-16	$66.95		
MU90H-16RWL	$71.95		
MT90H-17	$60.95		
MT90H-17RWL	$65.95		
MP90H-18	$57.95		
MP90H-18RWL	$61.95		

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PMC-2 Intercom	$ 44.95
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PRC-8 Bike-to-bike/Intercom/FM	$ 84.95
PRC-9 Bike-to-bike/Dplx Intercom	$ 94.95

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M3 SILENT SCREAMER	$139.95

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ALARM $53.95 PAGER $123.95

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TF-250 TRI-COLOR	$ 96.95
RF-105V	$109.95
RF-105V TRI-COLOR	$148.95

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M-2 LAWSON	$189.95
M-2 LAWSON GRAPHITE	$279.95
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MOTO-4	$134.95
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Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

Team Hammer Moriwaki/Suzuki GS1150

Enduring the test of time.

• Forty-eight hours isn't much time for a racebike to prove itself. But that's all the time Team Hammer gave its Moriwaki/Suzuki endurance machine to help the team win its second-straight WERA Endurance Racing Championship last year. Not only that, but Team Hammer's bike won *both* 24-hour races held in America during 1984—one at Willow Springs Raceway in June, and the annual all-day fest at Nelson Ledges in August.

Team Hammer's Moriwaki/Suzuki appeared only for those two engagements last year for several reasons, but primarily because it's the team's second-string bike. The first-stringer consists of an ex-Wes Cooley/Yoshimura Formula 1 racebike converted for endurance work. The ex-Cooley machine weighs less and features a single-shock rear suspension, making it, according to Team Hammer's vice-president and co-rider, John Ulrich, a more sophisticated machine than the heavier twin-shock Moriwaki.

That doesn't mean the Moriwaki isn't competitive, though—the two 24-hour wins say otherwise. Still, the bike *is* old; Ulrich

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David Aldana puts in a few hot laps aboard the Team Hammer Moriwaki

Speed, as well as longevity, is the secret to winning endurance races.

and Team Hammer co-founder, Bruce Hammer, bought it almost five years ago. As Ulrich explained, "I went to the Suzuka Eight Hour in 1980, and saw what world championship endurance racing was like. I told Hammer about it when I got back, and we decided to form a team." They based their 1981 effort on the Moriwaki bike, as well as a Rob North-frame race machine that ultimately was shelved because of too-quick handling. And because the Moriwaki was paid for, Team Hammer elected to keep it when the Rob North bike was replaced. Since that time, the Moriwaki has served as a back-up—or an alternative—to two other Team Hammer bikes through four seasons. Based on the Moriwaki's record for reliablity, Team Hammer elected to use it only for the 24-hour races last year, saving the ex-Cooley machine for the bulk of the WERA Endurance Series.

The Moriwaki/Suzuki was in its 24-hour race trim when we rode it at Willow Springs Raceway, two weeks after the bike's record-setting win (the team covered 2025 miles, the most ever for a U.S. 24-hour event). Dave Aldana, Team Hammer's No. 1 rider for the Willow race, was on hand to give advice, as was crew chief Ken Hoogland and Ulrich. Aldana's racing experience with both the Honda and Elf international endurance racing programs proved invaluable to Team Hammer, especially for the Nelson Ledges win last August. As Ulrich put it, Aldana's knowledge about suspension setup helped transform the Moriwaki into "one of the best-handling bikes I've ever ridden." Aldana concurred, and the stopwatch backed them up: Aldana turned 1:34 lap times in the race.

Those are impressive times at Willow by any endurance racebike standards, but the Moriwaki/Suzuki did it with a basically stock GS1150ES engine. The only changes Ken Hoogland made to the motor was in adding a Kerker exhaust system, 33mm Mikuni Smooth Bore carburetors and Dyna 'S' ignition. The object, he said, was to build an engine that would offer both reliability and plenty of midrange power, ingredients that take priority over brute horsepower in endurance racing. And his work paid off handsomely. The Hammer bike's powerplant pulls strongly all the way from idle to its 10,000-rpm redline.

Gingerelli talks with Aldana

Discussing the Moriwaki's traits.

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That broad powerband makes the bike easy to ride fast. Fitting onto the motorcycle is another matter, though. The seating position is cramped, and a rider 5-foot-8 or taller has a difficult time getting behind the bubble; tucking in requires the finesse of a contortionist trying to stuff himself into a shoebox. Providing the rider keeps his head above the bubble, though, the Moriwaki is comfortable to ride.

And quick, too. Ulrich is right about the Moriwaki's handling: It's superb. The bike answers the rider with quick, precise steering when it's being pointed toward an apex. The Moriwaki is a very forgiving bike to ride, too, made even more so by the engine's wide spread of power. And after Aldana dialed in the Moto-X Fox shocks to work with the Dunlop slicks, directing the Team Hammer bike around Willow Spring's nine turns was as simple as riding it to the grocery store.

But things weren't as simple during our nighttime riding session. Willow Springs Raceway is situated in the middle of California's Mojave Desert, and there are few distinguishing landmarks to help a rider "read" upcoming turns. Some of the corners seem to vanish into the sagebrush, and nocturnal conditions only amplify that phenomenon. Our night ride was made easier, though, by strips of reflective tape marking the inside line of the course. And with the

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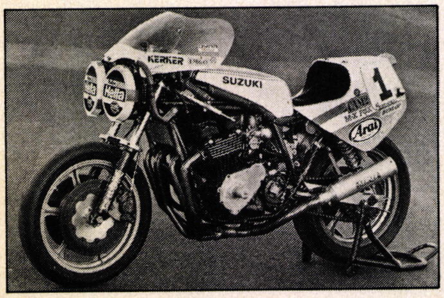

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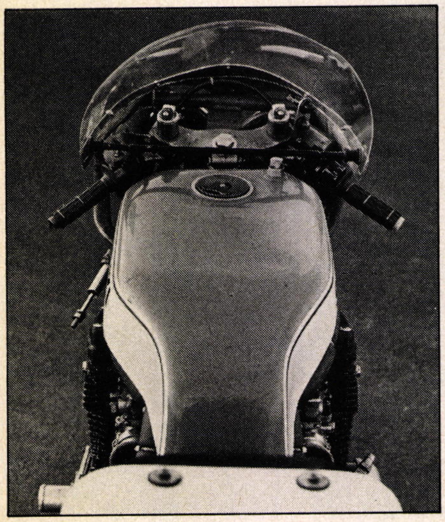

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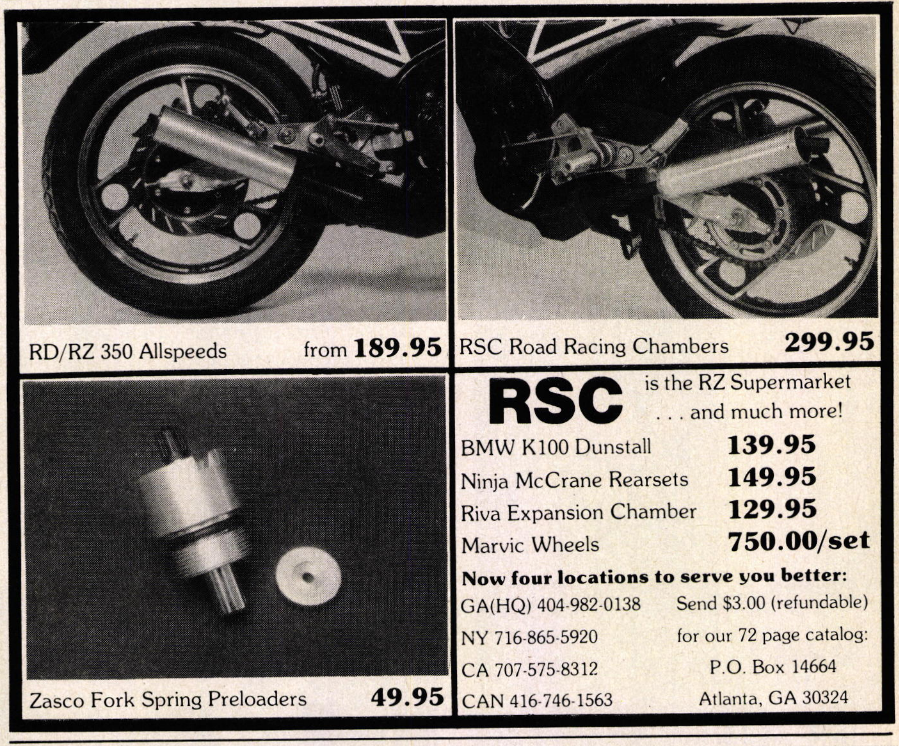
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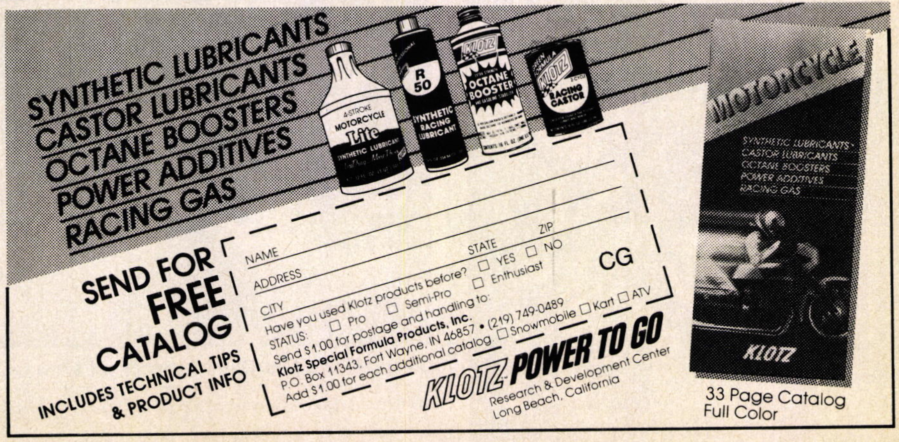
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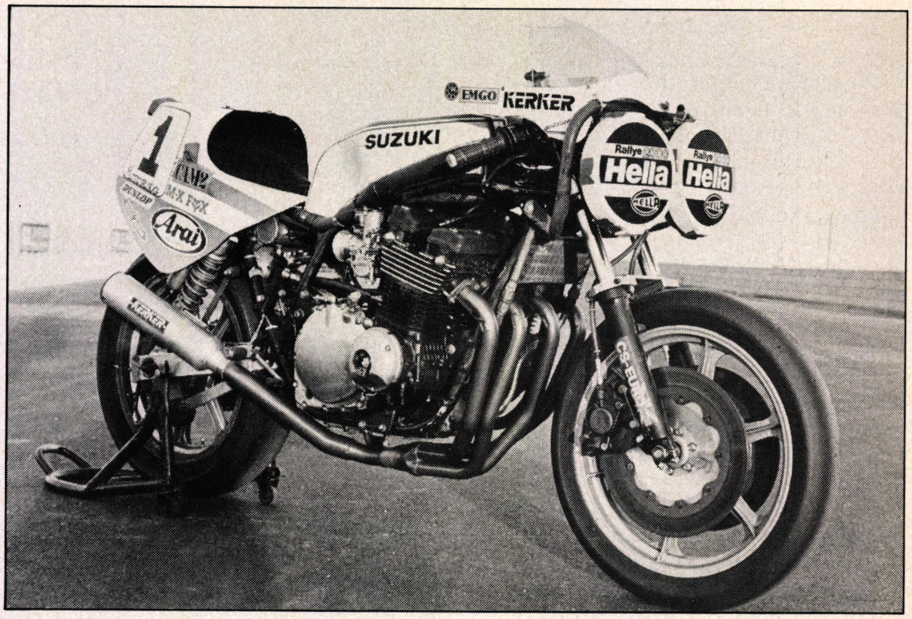


Team Hammer has learned that simplicity is the key to winning all-day races

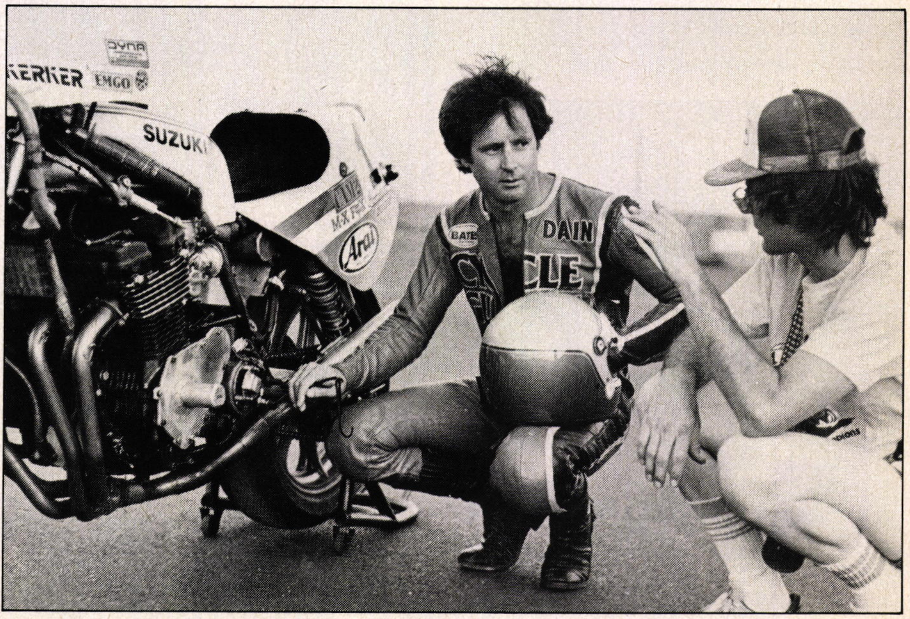
And so the Moriwaki/Suzuki has a near-stock GS1150 engine.

two frame-mounted Hella quartz-halogen headlights illuminating the track, circulating the course became almost as easy as daytime riding. But the riding got tougher when one of the lamps shorted out. Evidently that was a problem during the race for Team Hammer—but only when Aldana rode the bike. "They worked fine for everybody else," Aldana said, "but when I got on board, BAM! One light always went out." Apparently it didn't bother him; he turned the fastest laps times during the race, day or night.

Riding at night provides a whole new perspective on cornering at speed, too. Vertigo sneaks up on you, and it's a tough task to determine just how far to lean the bike into corners. And with one of the candles burned out, it's even more thrilling. Toss in a scared jackrabbit or two crossing the track, and it's easy to see why 24-hour racing is so exciting for both riders and crews.

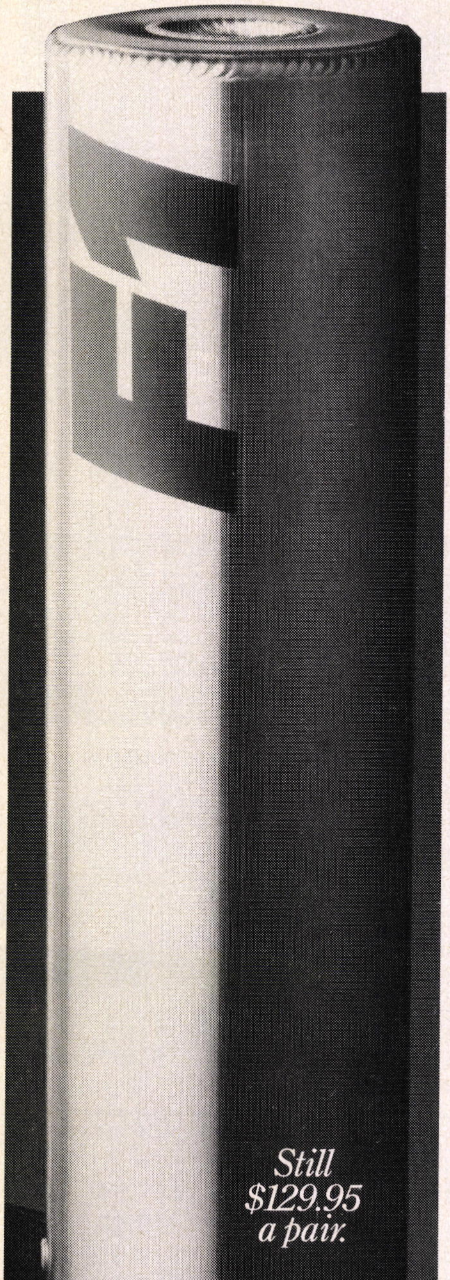
But Team Hammer races all-day events for more than just excitement. The team enters to win, and the Moriwaki/Suzuki certainly has proved itself capable of winning. That's pretty remarkable for a 5-year-old racebike, but it shows that the machine was right from the beginning. Nor is Team Hammer thinking about putting the bike out to pasture, even despite its advanced age. Because as long as the Moriwaki/Suzuki stays competitive, Team Hammer probably will have a place for it in its stable. After five years and 48 hours, the Moriwaki has earned it.

—Dain Gingerelli



Gingerelli and John Ulrich hammer out a few facts about endurance racing

In this case, the tools of the trade include a five-year-old racebike.



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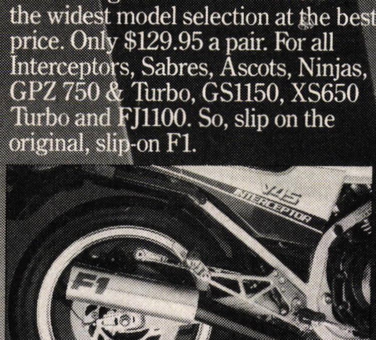

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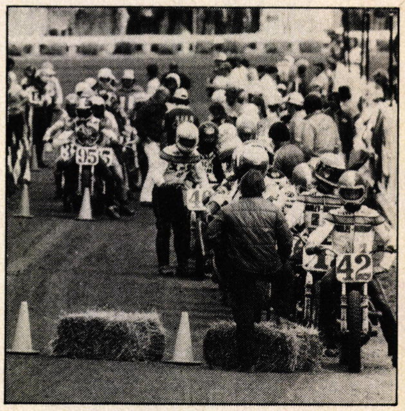

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Flattrack racers gather on the dirt

Lining up future world champions?

- The world is flat: You might say that, anyway, at least when it comes to roadracing. Due to the American domination of 500cc Grand Prix roadracing—only Yanks have won in the 500 class since the 1982 San Marino GP—roadracers the world over are taking flattrack racing more seriously these days. The Japanese, in particular, have scheduled to build an oval dirttrack in the Tokyo area, so budding racers can learn the art of broadsliding into corners. A completion date for the track hasn't been set, but you can bet the long-term goal is to slide a Japanese rider into a roadrace world championship.
- So sorry: When rumors about Harley-Davidson's withdrawal from Camel Pro Series racing surfaced last winter, American Honda reacted in a most unusual way: It almost apologized for winning the AMA manufacturer's title. In a prepared statement from American Honda's racing department, the new champion said, "Honda believes that racing is an important element for the continued well being of the U.S. Motorcycle Industry. The history of motorcycle racing is the involvement of manufacturers and privateers participating together. This is why the recent news concerning Harley-Davidson's race participation is of particular concern. We sincerely hope that Harley-Davidson is making a temporary adjustment in their strong program."
- And Harley said: Coincidently, Harley-Davidson released a statement of its own. And in it Jim Paterson, vice-president of marketing, said, "Competing against Honda with our exisiting equipment in 1985 and beyond will get tougher. We are struggling with the dilemma of how to invest significant funds in race vehicle development in light of the company's limited resources." But Harley-D appears to be up for the fight.

Mark Tuttle, vice-president of engineering, let it be known that the Milwaukee Thunder would rumble this season when he said, "Honda's vast resources present considerable challenge. To help meet that challenge current plans call for the Harley-Davidson Racing Department to work in concert with Engineering. . . ." Regardless of what Harley-Davidson or Honda do, it appears to be vee for victory in the CPS ranks.

• When less is too much: Harley-Davidson might have a shortage of resources, but Suzuki is facing a shortage of another kind. Although American racers are panting heavily in anticipation of landing one of the new race-version GSX-R750s for AMA Superbike racing, Suzuki apparently has no plans to homologate the bike for competition in this country. The reason: The GSX-R750 weighs less than AMA Superbike rules allow. Therefore, no GSX-R racebikes for America. One company spokesman said, "At this moment, we are not even interested (in AMA Superbike racing)," adding with a bit of optimism, "We hope to be at Daytona next year, but the promoter (AMA) must change the rules (weight restrictions)."

• Rumor: Look for the AMA to reconsider its Superbike-class rules for 1986. Also, figure on Suzuki being at next year's Daytona 200.

• Quote Department: In a *Sports Illustrated* story about Supercross racing, staff writer Barry McDermott described SX promoter Mike Goodwin as a busy man. McDermott wrote: "The man (Goodwin) is so busy that he always has two cassette tape recorders with him, one for his super-important brainstorms and another for merely important thoughts—plus a third that his wife, Diane, produces if one of the other two fails."

—Dain Gingerelli

Mike Goodwin, SX promoter and busy man

He could start a recording business.

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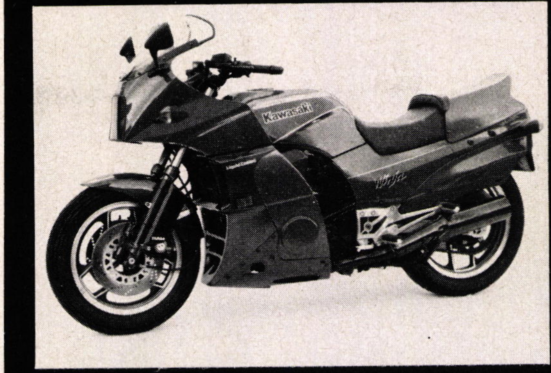

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and ride. Ride at a safe speed and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. If you're riding a new or unfamiliar machine, take it extra easy. Respect riding area rules. Keep noise levels low. And take good care of the environment. Pros know that doing the right things makes riding a lot safer. And more fun.

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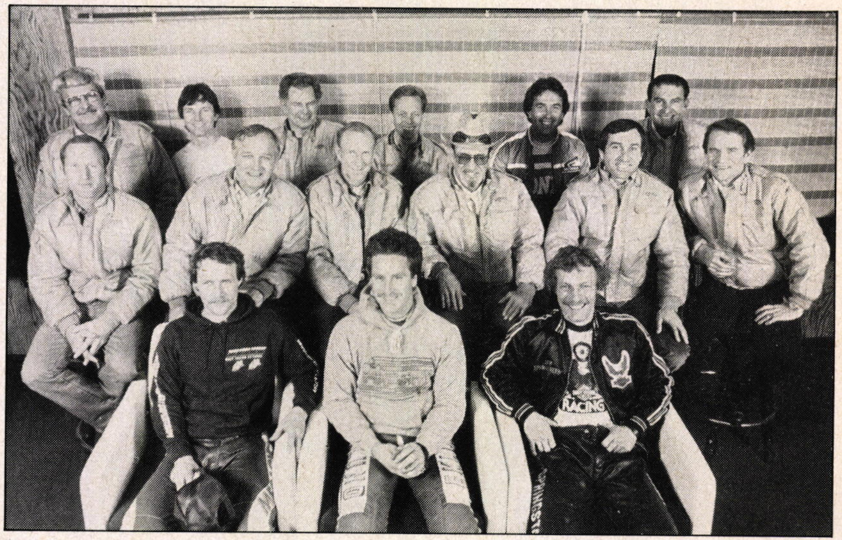


Fifteen of the Great Ones gather; only Ricky Graham and Mike Kidd were missing

Thirty-one years of winning under one big roof—the Houston Astrodome.

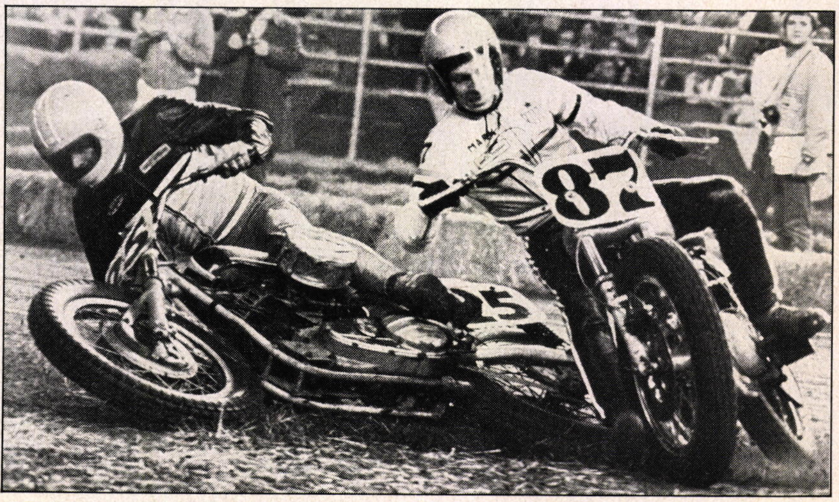
The Magnificent 17

The AMA's greats gather at Houston.

• More often than not, fans don't go to races just to see winners and losers. Instead they go to see the Great Ones, the champions, perform their special brands of expertise. During the past 31 years of AMA Grand National motorcycle racing, 17 members of that elite fraternity have emerged.

And at the Camel Pro Series season opener in Houston last February, all the AMA Great Ones gathered under one big roof in Houston's Astrodome, in the process bridging more than three decades of AMA Grand National racing, as old and new champions mingled. Roxy Rockwood, announcer for the race and a driving force in gathering the Chosen 17, said, "Some of these kids (including five riders currently racing, Gary Scott, Jay Springsteen, Steve Eklund, Randy Goss and Ricky Graham) had never met (Joe) Leonard or (Brad) Andres until this time."

The impact of Rockwood's comment hits home when you consider that 50-year-old Leonard (GN Champ in 1954, '56, '57), the group's senior citizen, took his first checkered flag in 1949. By comparison, Kenny Roberts (1973-74), Scott (1975), Springsteen (1976-77-78),



1972 Champion, Mark Brelsford (87) takes a spill with Jim Rice (25)

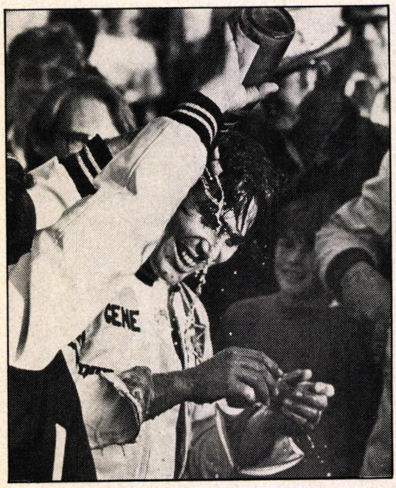
Winning flattrack races has its price.

Eklund (1979), Goss (1980, '83), Mike Kidd (1981) and Graham (1982, '84) were little more than twinkles in their fathers' eyes at the time.

Gathering 17 men from all parts of the country for one weekend wasn't an easy task, either. Mark Brelsford (1972) was busy with a trucking business in Alaska, Andres (1955) had a chain of real estate investments in San Diego, California, to tend to, and Gary Nixon (1967-68) had his hands full with his motorcycle accessory business in Cockysville, Maryland. But 16 made it to Houston to see the first TT heat race on Friday. Only Kidd was missing, and he arrived later in the evening after putting the finishing touches to a race he was promoting elsewhere. He got there shortly before the Main, but as it turned out, too late for the gathering; Graham had crashed hard in his heat race, and was in the hospital.

Getting those 17 together wasn't as great an achievement as their racing records, though. Consider that during the 31 seasons prior to 1985, there had been 629 races, won by 117 different riders. The 17 won 315—more than half—of those races. And when Goss won the Astrodome Shorttrack race on Saturday, another notch was added to the Magnificent 17's total.

Rockwood, who had announced each of the 17 names one time or another during their careers, believes there won't be another opportunity such as Houston. "In my mind," he said, "this will be the last time we'll have them all together at the same time." The logistics are almost insurmountable. But having them together even once is just icing on the cake. More important is their contribution to racing, past and present. Their legacy is not their wins, but in how they gave them to us, by showing their skill and courage on two wheels. For that, they all will be remembered.—*Dain Gingerelli*



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Romero won 12 of the 17's 315.

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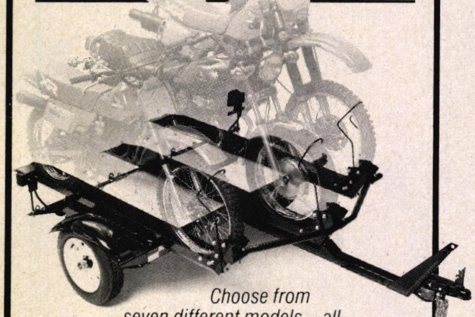

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LETTERS

Old gorillas, silly clowns and rushes in the snow.

A BUZZ FROM HARLEY

Just a note to let you know that I thought your evaluation of the Sportster was about as fair as could be.

There is one thought I would like to share with you. This Sportster engine is the foundation of Harley-Davidson's XR-1000, and the XR-1000 swept all three heavyweight classes in the 1984 Battle of the Twins competition. I think that's rather ironic, don't you? Here is this 28-year-old motorcycle, this made-from-a-flathead-K-model gorilla, and it beat all the latest high-tech twins from Japan. Imagine! I think this makes a statement, contrasting Japanese V-twins which change very frequently, and the Sportster which grows more mature and appears to change very little. I guess you could say that changing a motorcycle radically doesn't mean it is better than something that has been "massaged" by engineers for decades.

Buzz Buzzelli
Public Relations Manager
Harley-Davidson Motor Co. Inc.
Milwaukee, Wisconsin

Oh, Buzz, you just want to see your name in print—ed.

THE OL' ONE-TWO

Your February issue of CYCLE GUIDE was really hard to take! Paul Van Zuyle rapes the Sportster in his ride review—more than likely his only ride on a Harley!

Being a Harley rider must mean that I'm a tough guy . . . right! That's why you guys hit us with a left and follow with a right. Before little Paul was born, the Sportster was a record-breaking class act. Thousands still love it. It starts every day, just like your Ninja, but parts are cheap and plentiful . . . unlike your Ninja.

It's funny you can find nice things to say about old, old Moto-Guzzi and old, old Boxer Twins. Just forget Harley . . . it's not from some foreign shore; it's made in the U.S.A. How about getting someone who likes Harleys or rides one on a regular basis to do future road tests?

Bill Lutzius
Los Angeles, California

Perhaps we should have Buzzelli write them, eh?—ed.

WELCOME TO 1985

In your March 1985 issue on page 27, there is a very chauvinistic remark, "Even she could handle this" in reference to a GS450GA. If you continue to be so biased in your opinions of who rides motorcycles, you will lose some of your subscribers—women. This is 1985, so let's wake up, guys! I would run you over with my 750 Maxim, but I wouldn't want to ruin Joe Kress' 450 2-speed automatic. Even "Easy Rider" is more liberal than your rag!

Laura Slove
Chicago, Illinois

NO RESPECT

I'm a female motorcyclist, and my boyfriend also rides. I find it very disturbing every time we enter a bike store. I feel like a child with his parents at a car dealer—totally ignored!

It never fails. When I see something I want and ask a salesman for help, he looks past me and tells my boyfriend all about it, as if to say, "He'll explain it to you later, honey."

I agree there aren't many female bike riders, but this does not mean that we are totally ignorant! When we ask for something, how about a little respect?

Andrea Clarke
Mississauga, Ontario
Canada

GRAY CELLS

They say, "Glory is fleeting" and "Memories fade to gray." But the day I forget Sam McDonald was the 1982 AMA F2 national champ is the day I'd rather be dead. You should apologize to Sam, his family and his friends and fans.

Ted Waldorf
Tulsa, Oklahoma

We did—ed.

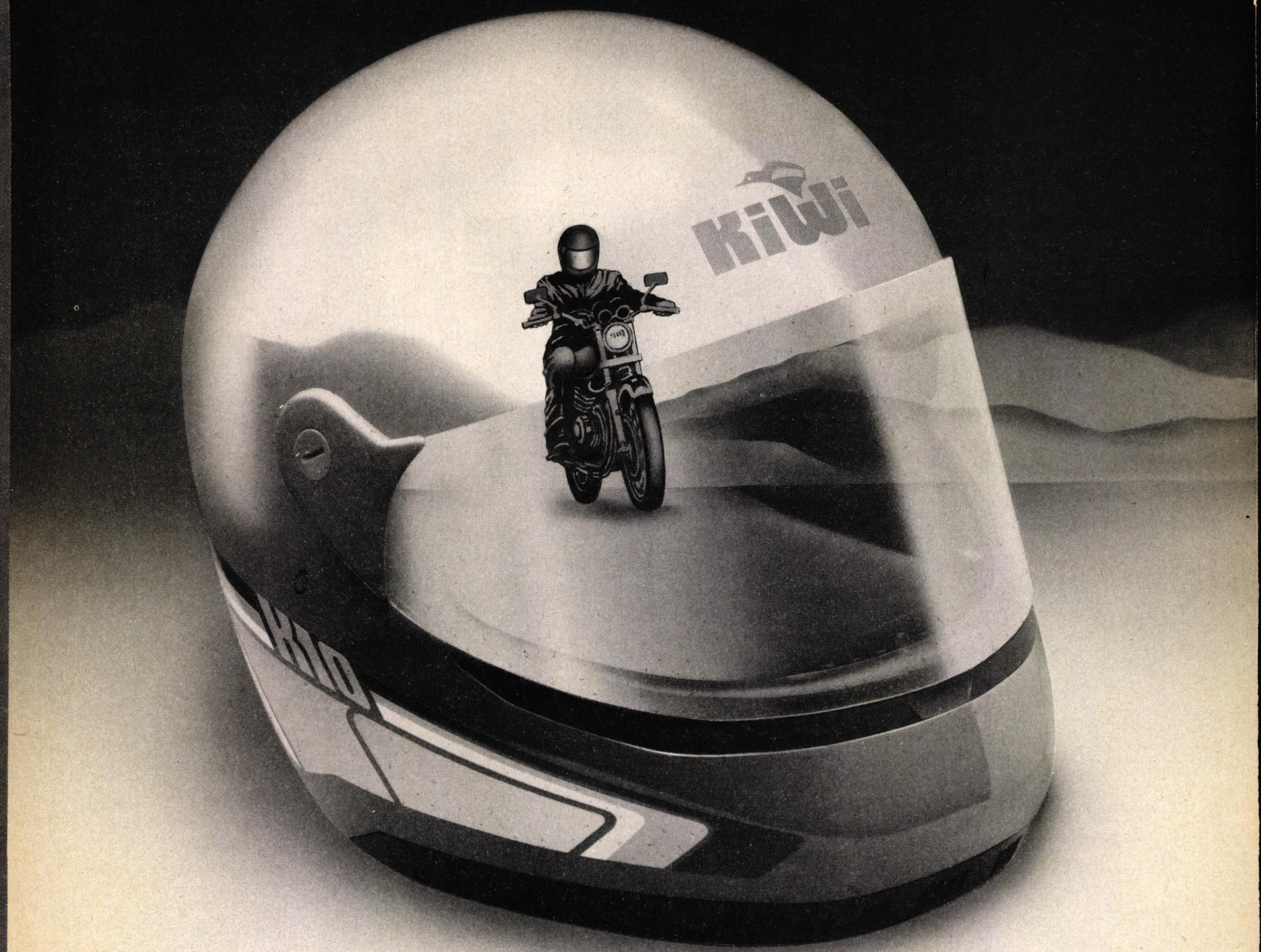
MR. GOOD AIN'T

As a 36-year-old college student, wife and mother, I find Mr. Good's stereotype of women in the March issue to be in poor taste. I've been a motorcyclist for 15 years, and I definitely don't fit his description.

I feel it's time women were portrayed in ads and photos as driving their cycles, not riding behind a man or draped across a seat or tank scantily clad. If women see other women riding and loving it, perhaps more will be enticed to join the ranks of the few. It's important for those of us who do own cycles to make ourselves part of the statistics through memberships in the AMA and women's motorcycle organizations.

Sandra Leigh McDaniel
Mesa, Arizona

Continued



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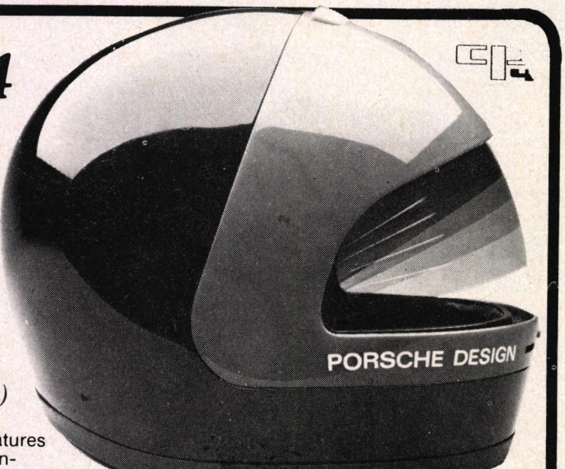

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LETTERS

STATE OF SPEED

In the March 1985 issue of CYCLE GUIDE, J. M. Medina writes that those opposed to the 55-mph speed limit should look at the statistics. While traffic fatalities dropped from 4.24 per 100 million miles traveled in 1973 to 2.93 in 1982, fatalities were steadily declining even before the limit, from 7.59 in 1950 to 4.43 in 1972. In addition, the fuel savings argument has been proven wrong—the Department of Energy in 1977 estimated, at most, a 1 to 2 percent reduction—and the safety argument only survives on misused statistics.

There are other principles more important to motorcyclists. How could federal jurisdiction in setting speed limits or federal blackmail by threats to withhold highway funds from states set a precedent in matters such as mandatory helmet laws or access to public lands?

Terry L. Crock
Massillon, Ohio

RISKY BUSINESS

Motorcycling in this country is getting out of hand. We should have federal intervention to restrict cycles. Two wheels and a motor is a risky affair.

As 55 Club members, we've written our congressmen to disregard lobbying by the AMA or others endeavoring to eliminate the 55 mph speed limit. The 1974 statute is excellent. If the speed limit is raised, motorcycle nuts will do 75 and 80.

In fact, our view (3245 signatures) is that motorcycles should be held to a maximum of 500cc displacement. We've also written government agencies demanding that cycles be viewed as transportation and recreational vehicles with *more* safety restrictions than cars.

We are not interested in black leather, boots and tattoos. The motorcyclists' image is pathetic: silly clowns endeavoring to impress people with their noise and dress style.

55 Club
Lancaster, Pennsylvania

Have you ever considered blue denim and a 10-speed?—ed.

All letters must include the writer's name and address. Letters will be edited for length. Due to the volume of mail received, we regret we are unable to give personal responses.

Questions or comments? You can talk with the CYCLE GUIDE staff by calling (213) 328-5700. Phones will be answered Monday through Friday, 9 a.m.—5 p.m., Pacific Standard Time.

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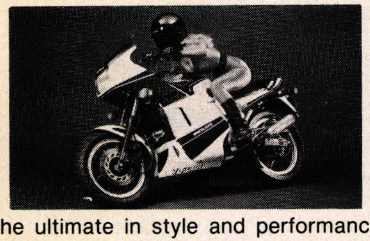

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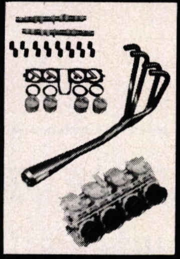

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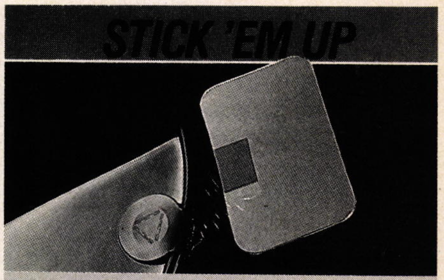

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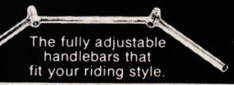

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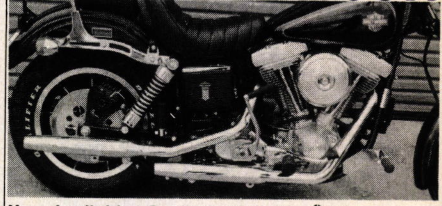

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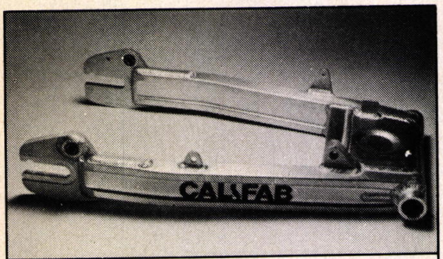

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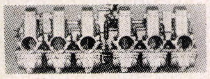

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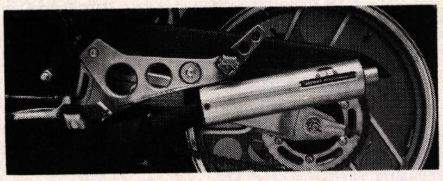

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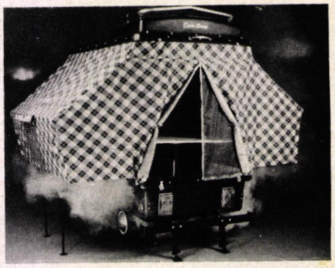

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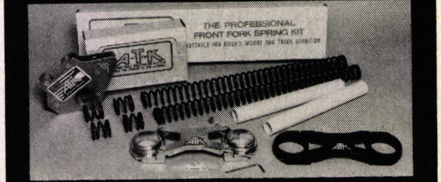

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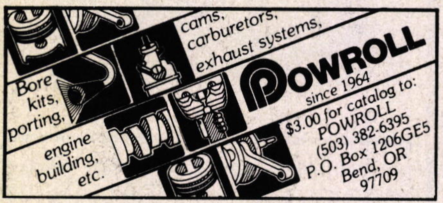

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